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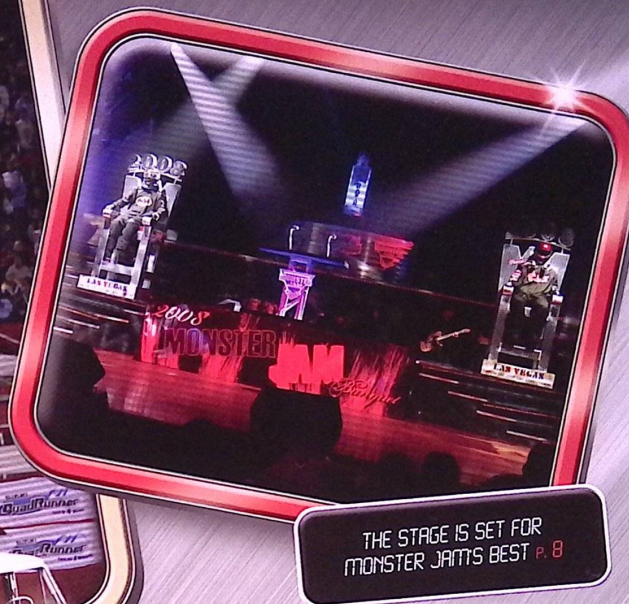
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IN TODAY'S MONSTER JAM P. 50



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WELCOME TO THE SHOW!

Welcome to another action-packed Monster Jam event. Whether you're taking in your first show or you're a long-time fan, one thing is for sure: you're in for one electrifying and exciting time!

Monster Jam has quickly become one of the world's favorite family touring events, entertaining more than 4 million fans at more than 300 performances around the globe. During tonight's show you'll not only watch these behemoth, four-wheel stompin' machines thrash their way around the track, you'll also have an opportunity to see them up close at the Built Ford Tough Party in the Pits where you can also meet the drivers.

The official website of Monster Jam, MonsterJamOnline.com, will keep you super-connected to all of the news throughout the season, including updates on special offers and several exciting contests that can be won via the website. In addition, our loyal sponsors have gone beyond the call of duty to extend several opportunities to bring Monster Jam closer to you. For more information on these special offers, please log on to www.MonsterJamOnline.com.

Since its expansion outside the U.S., Monster Jam has been welcomed by fans

worldwide. In 2008 alone, Monster Jam hosted 16 performances and 12 pit parties that took place in 6 countries, and attracted a record 250,000-plus fans.

The Monster Jam NGK Spark Plugs World Finals, which is the ultimate show of the season, takes place at Las Vegas' Sam Boyd Stadium, March 27-28. The year's top drivers will be invited to compete on the world's most prestigious stage and vie for championships in racing and freestyle. Fans can "double down" and attend the Friday festivities, including access to practice and qualifying, a gift package and an opportunity to meet the stars of Monster Jam.

SPEED aired a record-setting 194 action-packed hours, including the Christmas and Thanksgiving marathons, and will once again be the television home of Monster Jam in 2009. A complete line-up of air times is on www.MonsterJamOnline.com. The non-stop, heart-pounding action will be brought to you by expert host Scott Douglass, analyst Mark Schroeder and pit reporter Sara Dayley.

The stage is set, so sit back and enjoy the incredible action. On behalf of Feld Motor Sports, we thank you for your loyal support of Monster Jam.

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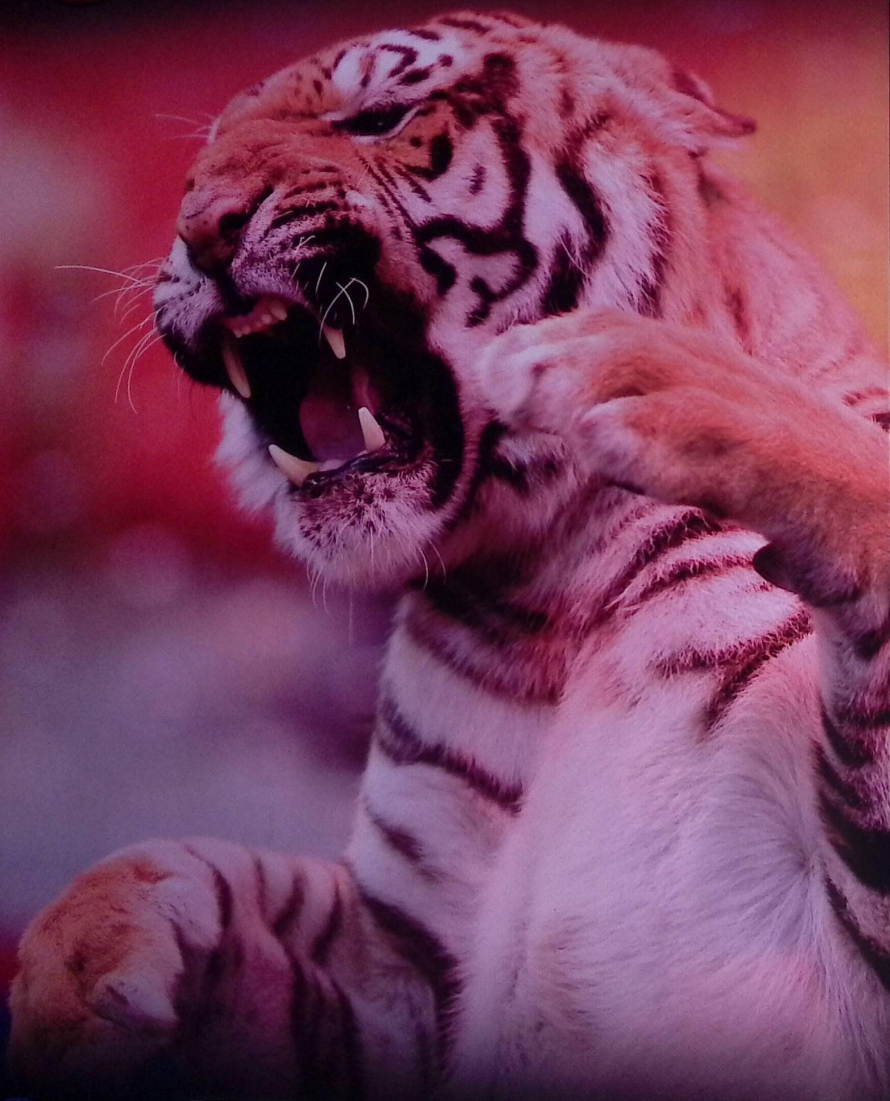
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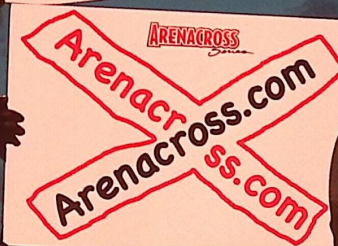
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The Best Never Rest

Monster Jam® Banquet Award Winners By Mark Podjasek

A typical Monster Jam season is a long one, loaded with tons of destruction, hundreds of rollovers, an amazing amount of airtime, and performances for the ages. Every year, after the Monster Jam World Finals, an awesome awards banquet is held to honor all the teams, drivers and feats that come together to make Monster Jam one of the most action-packed events on the planet.

This year's winners are a diverse bunch, with the top performances coming from all over the world, and many drivers tasting wins for the very first time. So, without further ado, here are the winners of the biggest accolades from this past year's Monster Jam season:

CRASH MADNESS OF THE YEAR

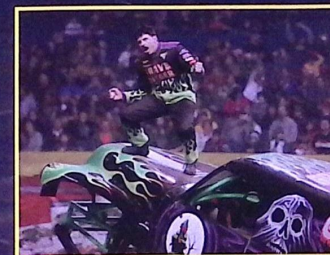
Neil Elliot,
Maximum Destruction*,
New Orleans, Louisiana

No driver has ever done more with less than Neil Elliot did in New Orleans. After hitting the crush cars at an angle* and nearly losing control of Max D, Neil rolled over, shearing off what was left of the body. Somehow, he wound up back on four wheels and continued to attack the huge track, leaving more and more parts in his wake. Finally, when it appeared Max D just couldn't continue, Neil whipped out a donut before the remains of his truck crumbled into a smoldering heap.

DONUT OF THE YEAR

Jim Bendzick, Rolling Thunder
Grand Rapids, Michigan

For nearly thirty seconds, Jim Bendzick kept Rolling Thunder spinning around and around in one of the tightest donuts we've ever seen. Proving that he's a master of the throttle with an incredible feel for his machine, he gently eased off the gas whenever it looked as if the truck would spin out of control, resulting in a donut for the record books.



ARENA FREESTYLE OF THE YEAR

Charlie Pauken, Grave Digger*
Chicago, Illinois

Sometimes it can be tough to string together a strong freestyle on an arena floor, but Monster Jam's group of world-class drivers never disappoint, as evidenced by Charlie Pauken's performance in Grave Digger in Chicago. Charlie used every single jump, grabbed some amazing air, and displayed the control needed to let it all hang out in a tight space. He even pulled off some sweet wheelies and donuts!

(Above) Charlie Pauken celebrates an unforgettable freestyle performance in Chicago.

(Below) Jim Bendzick rolled out his new truck design to a thunder of applause in Minneapolis.



MAXIMUM DESTRUCTION

Monster Jam's return to New Orleans was a celebration for all, and driver's like Neil Elliot gave a freestyle performance that will live on forever in the record books!

MONSTER JAM FREESTYLE



STADIUM FREESTYLE OF THE YEAR

Dennis Anderson, Grave Digger
Minneapolis, Minnesota

Since Dennis Anderson is considered the creator of freestyle, it's only fitting that he wins this year's award. In classic Digger style, Dennis flew off every jump on the track, managed to roll over not only once, but twice, and get back on four wheels to keep things going. The centerpiece of his run was the unbelievable air he got off the massive Metrodome main jump, one of the biggest jumps on the circuit (see "Extreme Air of the Year" for more on that).

EXTREME AIR OF THE YEAR

Dennis Anderson, Grave Digger
Minneapolis, Minnesota

This is the second award for Dennis's insane freestyle run in the Metrodome. He aimed Digger at the main jump and let her rip, flying at least two stories up in the air. His jump was so massive that he completely missed the landing ramp by a full truck length, banging back down to earth on Digger's front wheels only.

SAVE OF THE YEAR

Don Frankish, Jurassic Attack
Cardiff, England

Perhaps the only thing more exciting than seeing a monster truck rollover and crash is a talented driver making an incredible save, and that's exactly what Don Frankish did overseas in England. After hitting a succession of jumps at extreme angles, Jurassic Attack reared up on two wheels and appeared ready to go belly-up. At the last second, Don jammed the throttle and sent the truck into a backwards spin, eventually landing on all four wheels. Not only did this move save Don's run, it just might have been Monster Jam's very first two-wheeled donut!

ARENA WHEELIE OF THE YEAR

Neil Elliot, Maximum Destruction
Grand Rapids, Michigan

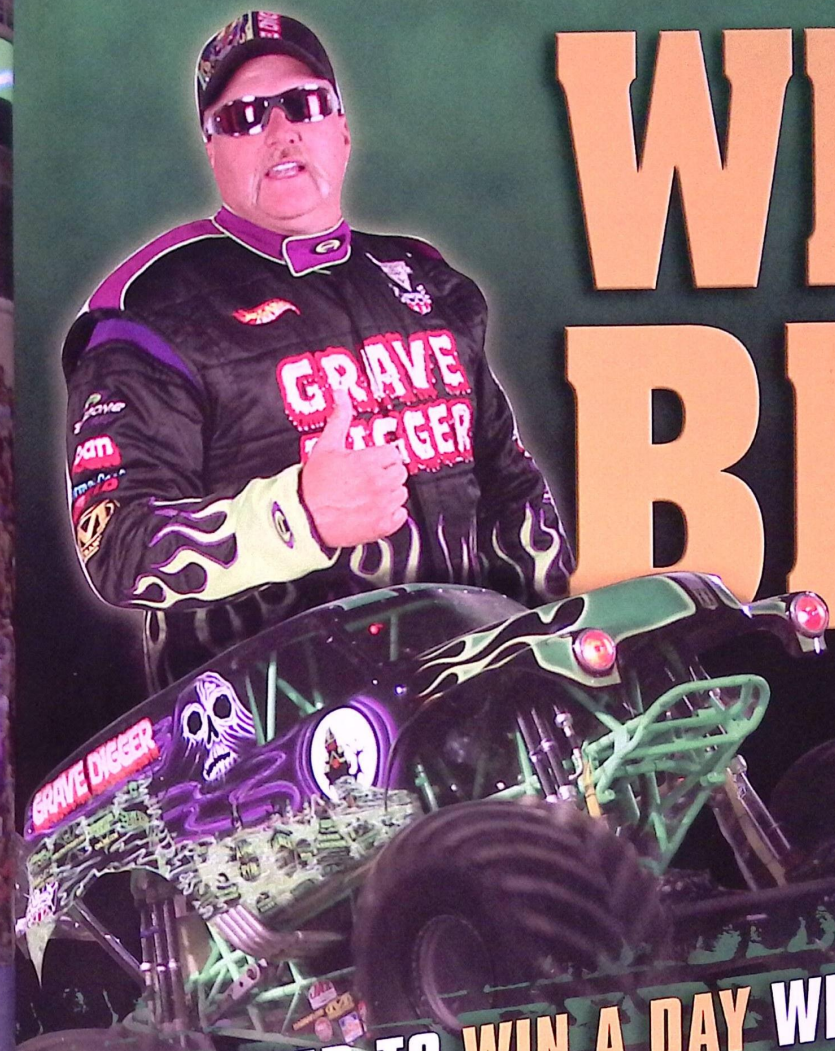
Last year, Grand Rapids was the place to be, as we see our second award coming from that same venue. Neil Elliot pulled off a perfect wheelie by stomping on the gas as his front tires first hit the crush cars, throwing his truck straight up in the air. Then he bounced Max D's tailgate on the pile once, and stomped to a halt on all four wheels. A real beauty!

GRAVE DIGGER

Dennis Anderson literally took the definition of an "extreme freestyle" to a whole new level in Minneapolis.

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"WOW FACTOR" OF THE YEAR

Tom Meents,
Maximum Destruction
Gothenburg, Sweden

This was, perhaps, one of the most amazing awards of the night. Tom Meents, known to try anything in his truck, decided that he would dare what no one else had: the very first back flip in a monster truck. He accelerated toward the steep side of the track's main jump and shot straight up in the air. As Max D tipped backwards, it rolled roof-first off the steep ramp before completing the flip and landing softly on all four wheels. Then, as if it was simply another day at the office, Tom drove off looking for his next challenge.

STADIUM WHEELIE OF THE YEAR

Bobby Parr, Team Suzuki
St. Louis, Missouri

A good stadium wheelie requires an incredible feel for the truck, and Bobby Parr showed in St. Louis that he and Team Suzuki make quite a pair. Making the most of the massive track, Bobby jammed the accelerator, shot into a stand-up wheelie, scraped the tailgate on the ground once to judge where the Suzuki machine was at, and then continued across the huge floor on his rear wheels only.

MAXIMUM DESTRUCTION

(Above left) Nothing gets left behind when Monster Jam crosses the Atlantic Ocean for the European tour. Tom Meents definitely brought his "A" game to Gothenburg, Sweden.

(Above right) John Seasock and Adam Anderson celebrate their victories at the Monster Jam NGK Spark Plugs World Finals.

(Right) Bobby Parr gave a clinic on how to perform a wheelie in St. Louis.

Not all the awards given out at the banquet were for action on the track. John Seasock, Mike Wine, Tom Meents, Dennis Anderson, and Charles Bennis were all recognized with Humanitarian of the Year Awards, and Trey Meyers took home Sportsman of the Year. The Rookie of the Year award went to Kristy Edge, driver of Jurassic Attack, who had a very solid first season, while the Rising Star award went to Ed Eckert for his excellent performances in Full Boar. Eric Schweinkard won Mechanic of the Year for his tireless work with the Donkey KongTM team, and Monster Trucks Limited earned the Team of the Year Award.

Of course, the biggest awards of the night were reserved for the World Champions crowned the evening before. John Seasock won his second title as he took the BatmanTM monster truck all the way to the Racing World Championship, and Adam Anderson proved that awesome freestyle runs are in his genes by capturing his first-ever Freestyle World Championship in the TazTM monster truck.

Looking at all the Monster Jam Awards Banquet winners, one thing becomes clear: award-caliber performances like these can come from anywhere, at any time, and in any city. So keep your eyes open and your fingers crossed—you just might see the next Freestyle of the Year right before your eyes! 



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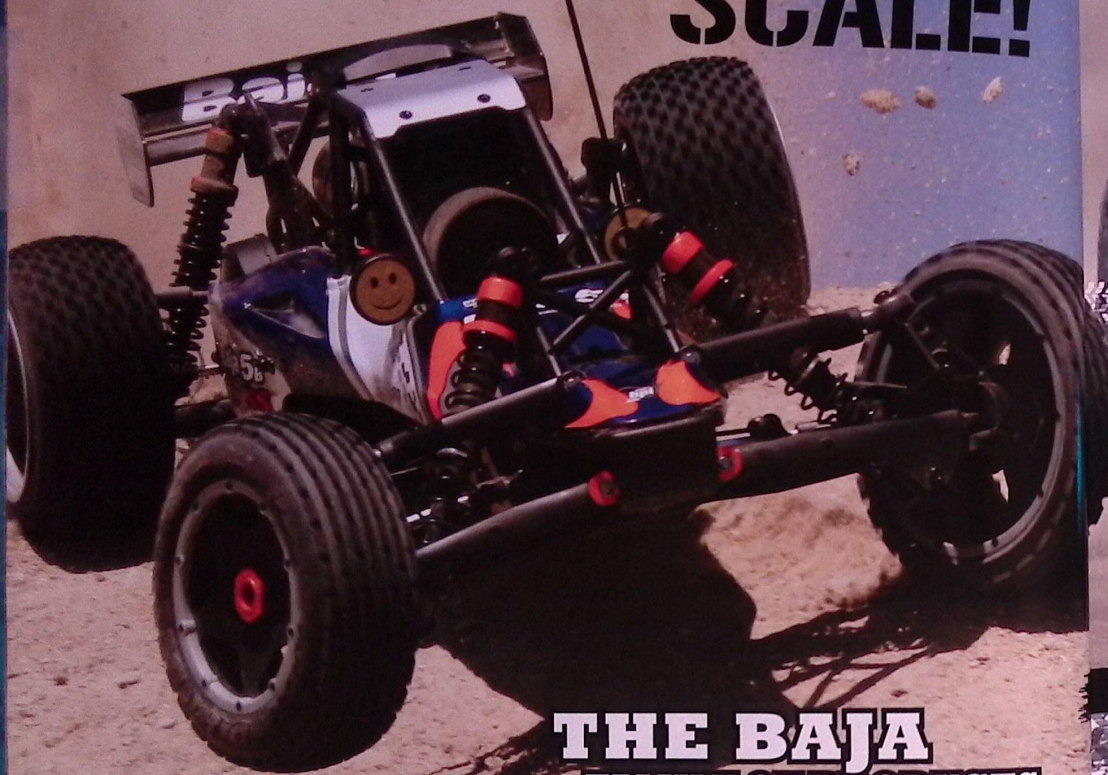
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IT'S SHOWTIME FOR A NUMBER OF MONSTER JAM'S RISING STARS By Andrew Palochko

Each year, veteran Monster Jam drivers continue to evolve their skills in order to gain an edge on the competition. Keeping them on their toes are the sport's youngest competitors, the up-and-comers that filter into the series each and every year. Besides their youthful energy, to make it to Monster Jam requires not only skill and a driving desire to reach the top, but a few new tricks as well. As the veterans look in their rear view mirrors, they're certainly taking notice of these standout newcomers as they become the new generation of talent to be reckoned with.

This past year, Adam Anderson proved that you didn't need to be a veteran to be a champion, as he won his very first Monster Jam NGK Spark Plugs World Finals Freestyle Championship with only 3 years of experience behind the wheel of the Taz™ monster truck. Serving as an inspiration to all new drivers, this season of Monster Jam has a great crew of fresh competitors waiting in the wings to re-invent the rules.

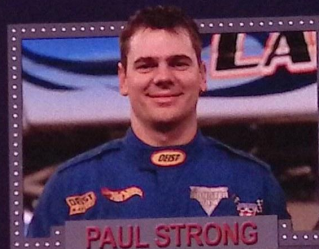
The following people may not yet have household names, but don't be surprised if you catch them at the top of the leader board in the near future!



Even though he's the youngest driver on the Monster Jam circuit, Jeremy Slifko is no newcomer to Monster Jam itself.

He has been around the big trucks most of his life while his father, Andy Slifko, drove Eradicator on the tour. For years, Jeremy took notes and wrenched on his father's trucks in the Monster Jam pits as his crew chief. At home, Jeremy worked in his father's auto shop, gaining valuable mechanical experience with many different vehicles. Finally, at the young age of 18, Andy felt his son was ready to take the wheel of the family-owned Backdraft truck. Jeremy's debut in Backdraft was during

the 2008 Monster Jam Summer Heat series. All the years of working on Eradicator, studying mechanics, and watching his father perform paid off immediately, as he turned the heads of not only fans but veterans drivers as well. Even with only a few months behind Backdraft's wheel, Jeremy's upcoming Monster Jam rookie season looks to be a very successful one.



Paul Strong was one of the many fans that bought a ticket to watch the 1996 Monster Jam at the Metrodome in Minneapolis, just looking to be entertained for the evening.

Fast forward a dozen years, and he's now a regular participant at the Dome with his own Martial Law monster truck. He hadn't regularly participated in any organized motor sport competitions before, but his hobbies of off-road trucking and rock crawling certainly helped him lay the groundwork for a solid start in Monster Jam.

Loving every minute of performing, Strong says the most difficult part of the business is the life on the road, where an average week could involve battling adverse weather conditions, managing constant truck breakage, keeping tight deadlines for appearances and traveling long miles. However, it's all worth it every time the show begins and he hears the fans cheering.

Looking back on his three years behind the wheel of Martial Law, Paul claims his biggest accomplishment so far is winning the racing competition at the Thunder Nationals event in Evansville, Indiana this past winter. Now that he's had a taste of victory, his eyes are set on Monster Jam's ultimate prize: winning both racing and freestyle championships at the Monster Jam NGK Spark Plugs World Finals in Las Vegas!

...S TODAY
...ICE JOLLY
...MY SLIFKO

MONSTER JAM
Showtime

TOMORROW'S STARS TODAY
STARRING
KRISTY EDGE
PAUL STRONG
CANDICE JOLLY
JEREMY SLIFKO
STEVE SIMS



STEVE SIMS

Four years ago, Grave Digger driver and creator Dennis Anderson was looking for custom counter tops for a remodeling job he was doing. He happened to approach Custom Stone Company, which Steve Sims owns, to do the job. The two formed a friendship, and Sims soon talked Dennis into displaying Digger for his employees. From that day on he was hooked, and the Stone Crusher monster truck debuted shortly after.

With only four years of experience, Steve was excited to make it to the Monster Jam NGK Spark Plugs World Finals this past March. His solid showing in both racing and freestyle, including a veteran-like end-over-end full truck roll, cemented Sims' status as one of the elite new Monster Jam drivers.

Even so, Sims and his team were blown away when Monster Jam recognized them as "Team of the Year," an award presented to the team that best represents Monster Jam and its ideals both on and off the track. This award vaulted the two-truck team, which also includes Mopar Magic, from East Coast frontrunners to Monster Jam stardom.



KRISTY EDGE

Kristy has always been infatuated with monster trucks since a young age. While other

girls played sports or were in cheerleading, she took mechanics class to learn the nuts and bolts. In a high school careers class, she did a report on monster trucks of which her teacher gave her a failing grade. That fueled her burning desire even more to one day drive a monster truck. She was a regular spectator at all of the Monster Jam events in her native British Columbia to learn more and more about the sport. Today, she's proud to say that she let nothing stand in her way to achieving success.

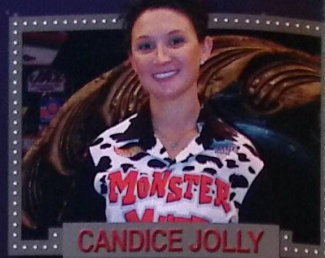
KRISTY WAS THE PROUD WINNER OF THE COVETED ROOKIE OF THE YEAR TITLE

She approached a local monster truck ride team operator many times before he finally gave her a chance. She drove the ride truck for two years during which she met Don Frankish, owner of the Maniac and Jurassic Attack trucks. Don was in need of a new driver for the Jurassic Attack truck, and he gave Kristy the opportunity she had been waiting a lifetime for.

Kristy jumped at the chance to drive for a well established team. The careers of Linsey and Nathan Weenk started in the driver's seat of Jurassic Attack. She knew this was a team that would help her learn the sport and support her success.

Proving that she's turned that grade around, Kristy was the proud winner of the coveted Rookie of the Year title at the Monster Jam NGK Spark Plugs World Finals banquet in Las Vegas. While she mostly credits the support of her team for her success, she knows pep talks and help from veterans like

John Seasock and Dennis Anderson have been instrumental in helping her earn the great reputation she's enjoyed so far.



CANDICE JOLLY

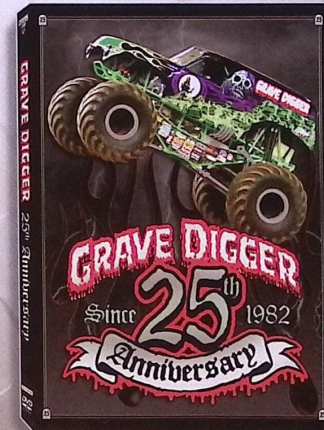
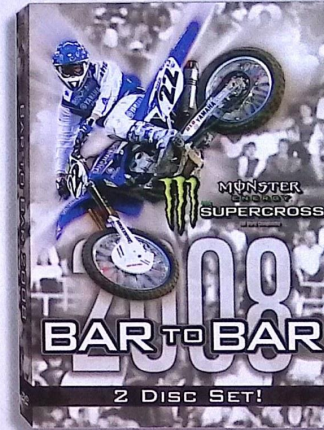
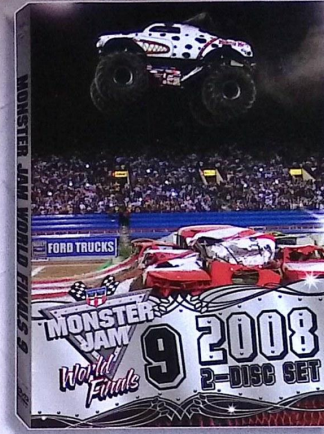
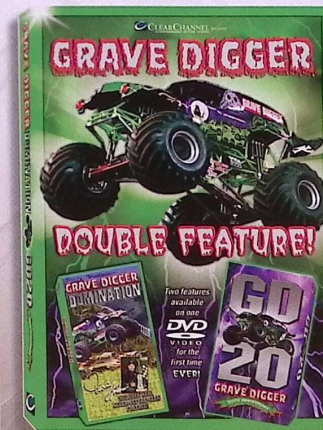
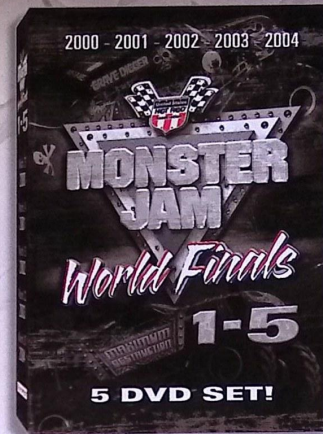
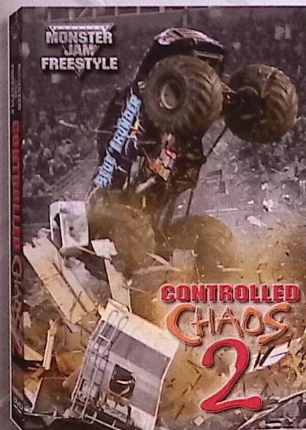
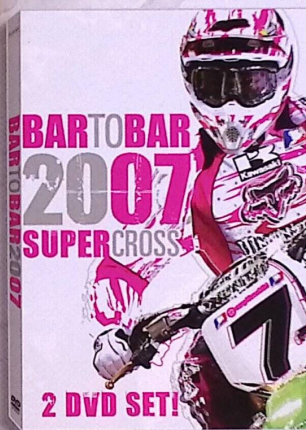
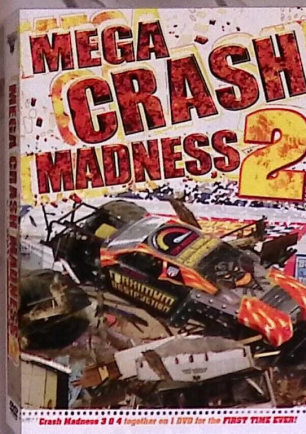
Already a crowd favorite with its wagging tail and moving tongue, Monster Mutt fans cheer even louder once the helmet comes off and the lipstick and pretty smile of Candice Jolly show themselves to the crowd.

Aboard the Monster Mutt dalmatian, Jolly is one of the newest female drivers on the Monster Jam tour, but she is not new to motor sports. She got her start at the young age of 8 years old racing go-karts, racking up an impressive 17 national championships. At 16, she became the youngest female ever to hold an SCCA license. After racing swamp buggies and a few seasons racing IHRA drag cars and limited late models, she made the move into monster trucks.

While racing in a local swamp buggy competition in her hometown of Naples, FL, Candice caught the eye of some Monster Jam drivers and staff members. They approached her about the idea of monster trucks and the weekend ended with an invitation to Digger's Dungeon™ to audition for a driver's seat in a monster truck. Her previous motor sports experience shined through quickly and made her a perfect fit for the Monster Mutt team.

Candice competed at the 2008 Monsters on Mainstreet local hometown Monster Jam and won the racing championship against several veterans of the sport! Coming off that strong summer performance, she has some serious momentum and confidence. It will be exciting to see what Candice will bring to the starting line each week in 2009.

These are just some of the up-and-coming drivers that have truly shined. However, there will certainly be many more as Monster Jam evolves. Just like Paul Strong and Kristy Edge were, a whole new group of fans are introduced to the series every year. Undoubtedly, a few of them are sure to find the desire to drive a monster truck just as irresistible. With talent, determination, and a little bit of luck, Monster Jam will enjoy a steady stream of new drivers, all sharing the same dream: to WIN! ©





'I'M SO PROUD OF WHAT MY DAD HAS ACCOMPLISHED, BUT HE'S HIS OWN MAN, AND I WANT TO BE MY OWN MAN OUT THERE.'

A CHAMPIONSHIP ALL HIS OWN

BY ANGIE RICHISON

NO LONGER JUST "SON OF A DIGGER" OR "DENNIS'S BOY."

Adam Anderson knew from the moment he climbed behind the wheel of a monster truck that he was going to have to overcome a great deal to create his own name within Monster Jam®. Since day one of his short career thus far, Adam has wanted people to know him as Adam and not just as Dennis's son. He's wanted his own image, his own style, his own fans, and his own story.

Upon winning the 2008 Monster Jam NGK Spark Plugs World Finals Freestyle Championship at the young age of 22, he proved to the world that he is more than just his father's son. He drove his own way into the history books with a spectacular freestyle run. In doing so, he demonstrated that he has what it takes to compete and to hold his own in this sport.

Dennis Anderson just happens to be his dad. Monster Jam sat down with the Champ to find out more about him as a person, including where he's come from and where he wants to go.

After only three years of driving, how does it feel to have "World Champion" as part of your title?

It's pretty cool. I don't truthfully even realize it. It still doesn't seem like it even happened. It all happened too quick. On a daily basis, I don't even realize it yet.

Were there any special preparations at this year's Finals?

Not really, no superstitions or anything like that. Every year I've been out there I've had bad luck at the Finals. I always wanted to

do good but flipped over early, which is the biggest part of it: not flipping too early. I would say that I had a little bit of luck on my side and was able to keep it on all four wheels.

Every son looks up to their dad; do you have any other idols?

I never wanted to be like anyone else. I'm so proud of what my dad has accomplished, but he's his own man, and I want to be my own man out there. I look up to all the guys like Tom Meents for what they have done for the sport. I look up to everyone that's been in it longer than I have been. It's a hard thing to carry on and be in it this long. It's a hard game out there.

What do you think you bring to the sport today that is different?

I think being younger is the biggest thing that I bring to the sport right now. I think I bring a different personality to the sport. I know you can't see it in the truck, but I'm a really laid back, calm person. No one expected me to do really great because I haven't had a lifetime of practice. But I've really surprised myself on how well I've done. I've just really looked up to everyone over the years. Not like I've had practice, I've just grown up with it. That's really the practice that I've had — watching all the older guys.

Everyone assumed that when you decided to drive a monster truck, you would follow in the footsteps of your dad and drive a Grave Digger® truck. You haven't — why?

It doesn't seem right. It's awesome what my dad has created. The Grave Digger team will always be part of me. But I wanted to

establish myself and make a name for myself and for the truck.

While your dad was hurt, you filled in for a time behind the GD wheel. Was that different than driving the Taz™ monster truck?

It definitely was. Grave Digger is just an awesome piece of machinery, and with Dustin Brown as the crew chief, the machine is flawless all the time. It was just up to me to get in the truck and make sure that I performed. That's the way it is for Dad: he just gets in the truck and performs because the truck is ready for him. In the Taz™ monster truck, I'm the driver and part of the crew, too. It's up to me to help keep the entire team going. If the truck breaks, I have to fix it and make it work.

Do you think that experience has helped you with learning the sport?

It definitely has. It burns you down a lot more because you're busting your butt working on the truck, keeping it top notch and then driving, too. It's made me a bit hesitant, too. I know that when I cartwheel the truck, I have to go back and fix it. Makes me want to take it easy when I'm tired, but you just have to get it done. It's about the fans and you just have to keep going to get things ready for the next week. You want to put on a good show, and now matter how tired you are, you have to get it done.

How's it feel to look up in the stands and see Taz™ monster truck or Adam signs instead of just Grave Digger and Max D signs?

It's awesome, but it truly is really weird. I grew up in a small town, and everyone was around me and the monster trucks all the

time. It was second nature to all of us. It's so weird because all of my friends now are having kids and their kids are watching me now on TV. They love me on TV, and they get scared when they see me in person. They can't believe that I really exist.

Does it seem weird to see kids today playing with your little toy Taz™ monster trucks?

Yeah, it's so cool to see them play with the little Hot Wheels trucks. It's so great to see kids bring them to the shows, and they bring you the truck that you drive. When I was little, there weren't many toys like that available, and I had every single one of them. Now, there are lots of them available, and kids are still showing up with MY truck! It's so cool because you can collect so many of them, so it makes it even more special when they show up with mine.

In your three years of Monster Jam so far, is there a favorite city that you like best?

To be honest, not really. In every city, the fans are great. It is pretty neat when you go overseas, and the people didn't know what to do at first and now it's just like going to a Monster Jam here in the states. They know what to do, and they are ready to "whoop and holler" like everyone else. It's been cool to watch them get into it.

Favorite building to race in?

No, there really isn't one. Every year things change. It's never the same track and the

designs change, so I don't think you can really have a favorite.

When you're not behind the wheel of a monster truck, it sounds like you're always behind the wheel of some kind of truck.

Yeah, we do some fishing and stuff, but we love to tear it up. A lot of times it's raining around here, and we love to go out and go mudding and tear it up. We go home, clean them up, fix 'em and do it all over again.

Has there ever been a day that you haven't been behind the wheel of a truck?

Probably not. Unless I've been sick or hurt and can't move, I can't think of a single day that I'm not in a truck of some kind.

Are there any other sports/motor sports that you follow?

When I was in Europe, there really wasn't anything else to watch, so I started to watch soccer and really got into that. I watch UFC fighting and boxing some. But I don't really follow it too seriously. I don't watch NASCAR or anything like that. When I'm home and have time, I fire up the Tivo and watch Monster Jam over and over.

So, would you call that time "research and development?"

Yeah, it is to a certain point. Because I'll watch them multiple times, especially if someone has a sweet crash. My buddies will come over, and we'll go out in the shed and

watch it over and over while the girls are inside the house.

The girls aren't into it?

Yes. They are fans, but they aren't into watching it fifteen times over like myself and my buddies.

Was there any advice that was given to you when you started driving?

My dad told me that I could do whatever I wanted. He never pushed me into driving. He really didn't give me advice; he pretty much just told me what to do. He looked at it as if there was no way that I could fail in the truck. He would tell me what to do, but every time I would listen to him, I would mess up. Most of the time now, he'll start to talk to me and then stop himself and say, "Naw, you know what you're doing." One of the first times I drove, Pablo Huffaker did help me out. The first night that I drove, I went out for freestyle and I guess took it a little easy. Pablo pulled me aside and said, "Line it up and just nail it." I went out the next time and nailed it like he said, and I did really well for just my second freestyle.

Has there been a memorable moment so far for you?

I'd have to say at the Georgia Dome when I was driving Grave Digger for my dad. Tom Meents had won there for six years straight and dominated that event. No one else had won freestyle, and to take that away from him and win there was awesome.

Do you feel there is added pressure with the last name of Anderson?

There definitely is. Just because of the name. I've learned to deal with it. For instance, I'll be in the autograph lines with other drivers, and fans ask where my dad is. They can't believe I don't get mad about it. I've sat and thought about it, and it really doesn't bother me for some reason. I don't know why; I guess I've just gotten used to it because I feel comfortable myself.

You always said you didn't want automatic favoritism coming in to the sport.

I most definitely didn't. That's why I wanted to start with my own team and not be in a Digger truck. To be handed that would really be awesome,



and it's all there for you, but it's already there. I didn't want to carry on what my dad has already done, but to build my own.

So, I have to ask: What does the star on the back of your head mean?

It's a nautical star. We live on the beach and around a lot of boats. Many different people have told me there are many meanings. The reason that I liked it is because it's a more broken down compass rose, which I already have on my arm. On my way to get the tattoo, I saw a friend of mine that had the star on his elbow which is where I originally wanted to put it. There was no way I was going to do the same. I had never seen one on the back of someone head. So I thought, I want to be a star one day, so I put it on the back of my head and continue to work towards being a star.

You've won the World Championship in your third year. What's next for you?

After I won, I was like, "Oh man, what could be next after this?" Of course, the racing championship would be awesome. There are other things to do, but winning in Las Vegas is the top thing to do in monster trucks. To win a championship in just my third year is like, "Oh man, how am I going to keep this up for another 20 years?" I don't know how I'm going to do it because it's not easy on you by any means.

How do you prepare to make this a long-term commitment? We know that these trucks are flying farther and hitting harder each year.

I think the best way is to stay in the truck as much as you can. I beg for as many shows as I can do. Just to keep my body used to it. It's like getting beaten up every weekend. If

you get beaten up every weekend, it makes you stronger. I think that's the best way to be ready for it. Be in the driver's seat as much as possible.

'I CAN'T THINK OF A SINGLE DAY THAT I'M NOT IN A TRUCK OF SOME KIND.'

I know you have always loved to work on trucks and offroad with the family. That pastime has to help keep you prepared.

It definitely does! We do these little stunt deals. Ryan (my brother) and I go out to my

dad's mud park. It just keeps me tough.

What do you miss the most while you're on the road?

It would definitely be my friends and family. All my friends that I grew up with never really leave home since they're working jobs around here. Since I've been on the road, I leave for months at a time and it's tough. Especially when you get right out of school, you're used to being with your friends and family everyday. And then you go out on the road, but it's cool to be making new friends and family away from home, too.

When the day comes that monster trucks are over for you, what would be your next goal?

I love Baja racing, like the Baja 1000. That stuff is really cool. I've really gotten into watching rally racing like they do during the X-Games. I think that would be awesome, too.

Monster trucks seem to be natural in your life; was that your passion growing up?

No, that was life with Dad. I was more into the mechanics of building trucks to go have fun with my friends at the beach or go off-roading. The monster trucks were cool and all, but that wasn't my life, it was Dad's.

Any collections?

(With a laugh.) Yeah, truck parts. I always need more to fix my trucks. I have old trucks everywhere that I'm working on, so you could say that I collect trucks, too. It's kind of ridiculous. ☺





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Manchester, NH Jan 9-10 / Verizon Wireless Arena
 Kansas City, MO Jan 10 / Sprint Center
 Dallas, TX Jan 10 / American Airlines Center
 Hampton, VA Jan 16-17 / Hampton Coliseum
 Albuquerque, NM Jan 16-17 / Tingley Coliseum
 Worcester, MA Jan 16-17 / DCU Center
 San Antonio, TX Jan 24 / AT&T Center
 Laredo, TX Jan 23-24 / Laredo Entertainment Center
 Pittsburgh, PA Jan 31 / Mellon Arena
 Youngstown, OH Feb 6-7 / Chevrolet Center
 Minneapolis, MN Feb 7 / Target Center

Columbus, OH Feb 14 / Nationwide Arena
 Memphis, TN Feb 14 / FedEx Forum
 Washington D.C. Feb 28 / Verizon Center
 East Rutherford, NJ Feb 28 / IZOD Center
 Raleigh, NC Feb 28 / RBC Center
 Green Bay, WI Mar 13-14 / Resch Center
 Winnipeg, MB Mar 14 / MTS Center
 Greenville, SC Mar 14 / BiLo Center
 Denver, CO Mar 21 / Pepsi Center
 Hartford, CT April 4 / XL Center
 Chattanooga, TN April 4 / UTC Arena

Grand Rapids, MI Jan 2-4 / Van Andel Arena
 Baltimore, MD Jan 9-11 / 1st Mariner Arena
 Dayton, OH Jan 17-18 / Ervin J. Nutter Center
 Louisville, KY Jan 23-25 / Broadbent Arena
 Greensboro, NC Jan 31 - Feb 1 / Greensboro Coliseum
 Tulsa, OK Feb 7-8 / BOK Center
 Fresno, CA Feb 14-15 / Save Mart Center
 Sacramento, CA Feb 21-22 / ARCO Arena
 Reno, NV Feb 27 - Mar 1 / Livestock Event Center
 Wilkes Barre, PA Mar 13-15 / Wachovia Arena
 Highland Heights, KY Mar 20-22 / Bank of Kentucky Center
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2009 SCHEDULES

Anaheim, CA Jan 3 / Angel Stadium
 Phoenix, AZ Jan 10 / Chase Field
 Anaheim, CA Jan 17 / Angel Stadium
 Houston, TX Jan 24 / Reliant Stadium
 San Francisco, CA Jan 31 / AT&T Park
 Anaheim, CA Feb 7 / Angel Stadium
 San Diego, CA Feb 14 / Qualcomm Stadium
 Atlanta, GA Feb 21 / Georgia Dome
 Indianapolis, IN Feb 28 / Lucas Oil Stadium

Daytona Beach, FL Mar 6 / Daytona Motor Speedway*
 New Orleans, LA Mar 14 / Superdome
 St. Louis, MO Mar 21 / Edward Jones Dome
 Toronto, Canada Mar 28 / Rogers Centre
 Jacksonville, FL Apr 4 / Jacksonville Municipal Stadium
 Seattle, WA Apr 18 / Qwest Field
 Salt Lake City, UT Apr 25 / Rice-Eccles Stadium
 Las Vegas, NV May 2 / Sam Boyd Stadium
 SupercrossOnline.com



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 ENERGY
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*not a FELD Motor Sports event.
 James Stewart photo by Kinney Jones.
 All dates subject to change.



MONSTER JAM®

WORLD TOUR

Monster Jam® has been running strong in North America for decades. But thanks to the sheer size of the trucks and the event itself, it couldn't be contained on one continent for long.

Back in 2004, Monster Jam made its first appearance overseas with an incredibly successful tour of Belgium, Sweden, and Finland. Over the last few years, Monster Jam has become even bigger internationally, thrilling fans all over Europe, and even venturing into Latin America with great success. Let's take a trip around the globe to see where Monster Jam landed in 2008!

COSTA RICA

May 2-4, 2008

San Jose, Saprissa Stadium
San Jose, Saprissa Stadium
Monster Jam's very first event in Latin America was a resounding success. Thanks to the 56,212 fans that attended, it became the single biggest public event in Costa Rica in the last 20 years! Grave Digger® captured three wins on the weekend, and El Toro Loco® had two wins.

BELGIUM

June 29, 2008

Brussels, Koning Boudewijn Stadium
At Monster Jam's first Koning Boudewijn Stadium event, more than 33,000 fans came to see the Taz monster truck take home the racing championship, while Grave Digger won the freestyle title with a perfect score of 30. In its five-year history, it was the largest turnout for any Monster Jam in Belgium. The country's earliest Monster Jams turned out to be so successful, they became the template that all early European Monster Jams would be based on, making Belgium the unofficial "birthplace" of Monster Jam overseas.

UNITED KINGDOM

June 7, 2008

Cardiff, Millenium Stadium

Monster Jam's rise in popularity in the UK was fast, as the very first Millenium Stadium event set a European Monster Jam record for a single-night attendance of 50,000 fans. Thanks to its popularity, Monster Jam returned just seven months later and added another 35,000 fans to its ever-growing total.

SWEDEN

June 14-15, 2008

Gothenburg, Ullevi Stadium

In 2007, Gothenburg Monster Jam was the first of its kind. The first stadium event to occur in Europe, and it was an instant success. Thanks to a bigger track with more obstacles, Swedes finally got to experience a stadium Monster Jam like their American counterparts do!

Nov. 7-9, 2008

Stockholm, Globe Arena

Monster Jam in Stockholm first happened back in 2004 as a stop on the original tour. It's also one of the most successful, as all four Globe Arena performances have sold out over the last four years, attracting about 176,000 fans in total!

NETHERLANDS

Sept. 27-28, 2008

Arnhem, The Gelredome
Since performing in the Gelredome for the past four years, Monster Jam has enjoyed a strong following in Holland. Dutch fans have always turned out for the event, including over 50,000 this past year. Tom Meents and Maximum Destruction® are the first truck and driver duo to be undefeated in Holland, having earned the last three freestyle titles.

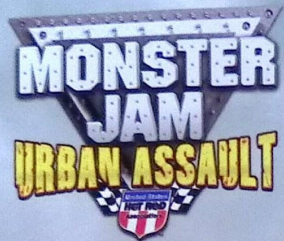
FINLAND

Nov. 1-2, 2008

Helsinki, Hartwall Arena

Another of the original European tour dates, Monster Jam is alive and well in Finland with a string of successful events dating back to the fall of 2004. Monster Jam in Hartwall Arena has always made for an entertaining show, as the sold-out crowds will attest.





OUT OF THE STADIUM & ONTO THE STREETS

Activision puts you in the driver's seat of your favorite monster truck to race, demolish, and wreak havoc through some of the world's greatest cities!



In November of 2007, the biggest name in video game publishing, Activision, thrilled Monster Jam fans with the release of the *Monster Jam® Video Game*. Even though Monster Jam had previously been featured in video games, never had it received such star-like treatment and recognition in the video game business as a top-tier title. The game included twenty of the world's top monster trucks, amazing outdoor race courses, true-to-life Monster Jam stadium locations, and some of the most over-the-top carnage in the racing genre.

A few short months ago, Activision was back at it with the release of a newly branded Monster Jam game. But Activision was careful not to just release a second version of *Monster Jam Video Game*. . . instead, it's an entirely new game!

Monster Jam: Urban Assault leaves behind the rural rock quarries, sea docks and similar settings of the past games and opts for all-new courses based on the world's top urban and city environments. Race as your favorite monster truck against other

Monster Jam superstars through the streets of New York, San Francisco and London, all while plowing through the most amazing destructible objects ever seen in a racing game.

"*Monster Jam: Urban Assault* is all about the fun of wreaking havoc with the world's biggest and baddest monster trucks," said Dave Oxford of Activision Publishing. "Ever dreamed of driving one of these beasts through downtown, destroying everything in sight? In *Monster Jam: Urban Assault*, it's not only possible, you're rewarded for it."

For all of the Monster Jam purists out there, the real-life Monster Jam stadium racing and freestyle events are back as well, allowing you to race and freestyle in some of the most popular venues across the country, like Ford Field in Detroit, the Metrodome in Minneapolis, the Edward Jones Dome in St. Louis, Dolphin Stadium in Miami, and Sam Boyd Stadium in Las Vegas, which hosts the annual Monster Jam World Finals.

"*Monster Jam: Urban Assault* takes everything that's classic about the original

Monster Jam Video Game to an entirely new level," said Charlie Mancuso, President of Feld Motor Sports, Inc. "The classic Monster Jam stadium racing and stadium freestyle elements will once again be included, but now taking your favorite monster trucks into the city streets and wreaking havoc outside of the traditional stadium settings will allow for an entirely new game play experience."

In addition, Activision has added a number of chaotic mini-games, perfect for quick play when you only have a few minutes. The mini-games focus on major destruction and amazing airtime, and will only take a few plays before you get completely hooked.

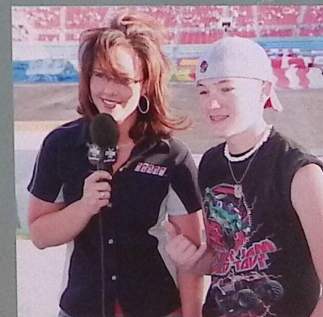
Bigger and better in every way possible, *Monster Jam: Urban Assault* is the true evolution of Monster Jam in video games. *Monster Jam: Urban Assault* is available for Playstation 2, Playstation Portable (PSP), Nintendo Wii and Nintendo DS, and it's available right now at major retailers where video games are sold, including Wal-Mart, GameStop, Best Buy, Target, Circuit City, and Toys "R" Us.



THE MONSTER JAM: URBAN ASSAULT NATIONAL TOURNAMENT RETURNS!

Back for 2009 is the return of the *Monster Jam: Urban Assault National Tournament*! Last year, 14-year-old Jordan Rager shocked the Monster Jam® world by winning the first ever *Monster Jam Video Game National Tournament* at Las Vegas' Sam Boyd Stadium during the Monster Jam NGK Spark Plugs World Finals. Who will win one of 9 spots at this year's Finals in March to compete for the *Monster Jam: Urban Assault National Championship*? Regional qualifying will take place at 16 of the top Monster Jam stadiums across the country in January and February.

For complete rules and details visit
www.MonsterJamOnline.com/nationaltournament.



Winner of the *Monster Jam Video Game National Championship*: Jordan Rager.

16 REGIONAL QUALIFIERS

Jan 3	Houston, TX – Reliant Stadium
Jan 10	Atlanta, GA – Georgia Dome
Jan 10	Anaheim, CA – Angel Stadium
Jan 10	San Antonio, TX – Alamodome
Jan 17	Detroit, MI – Ford Field
Jan 17	Minneapolis, MN – Metrodome
Jan 17	San Diego, CA – Qualcomm Stadium
Jan 24	Indianapolis, IN – Lucas Oil Stadium
Jan 24	Orlando, FL – Citrus Bowl
Jan 24	Phoenix, AZ – Chase Field
Jan 31	Miami, FL – Dolphin Stadium
Jan 31	New Orleans, LA – Superdome
Feb 21	St. Louis, MO – Edward Jones Dome
Feb 21	Tampa, FL – Raymond James Stadium
Feb 28	Jacksonville, FL – Jacksonville Municipal Stadium
Feb 28	Oakland, CA – Oakland-Alameda Co. Coliseum

INTERNATIONAL HOT ROD ASSOCIATION

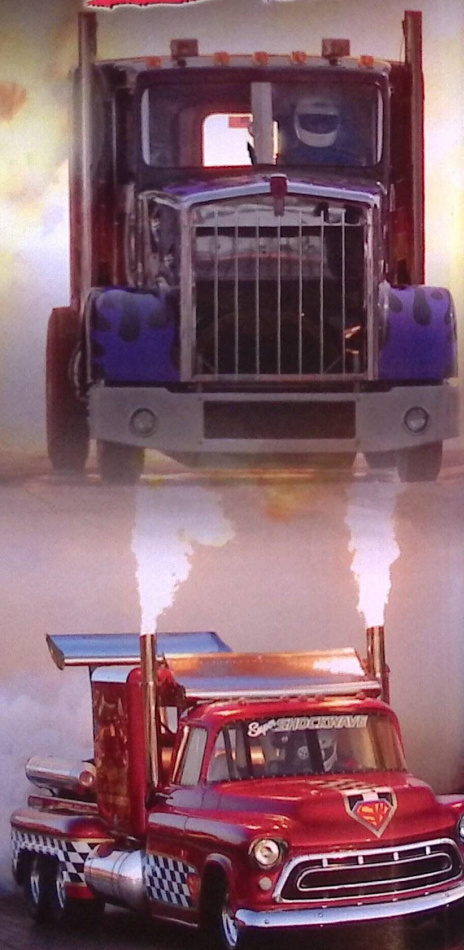
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O'Reilly **AUTO PARTS**

THUNDER JAM



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**BREAK OUT OF THE STADIUMS
AND TEAR UP THE STREETS!**

MONSTER JAM URBAN ASSAULT



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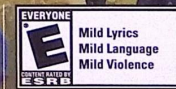
activision.com

Wii

NINTENDO DS



PlayStation 2



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Angels in Overdrive

By: Regina Diemand



John Seasock stands with other members of his local fire department.

Do you believe in angels? Aside from the obvious, there is a specific way to define the word angel: a kind and lovable person, and one whose actions and thoughts manifest goodness, purity, and selflessness. In this regard, it is certain that at a Monster Jam event, angels may appear right in front of your eyes.

The philosophy behind a lot of what these drivers do outside of the body shops, arenas and stadiums where they are typically well known is to bring the love back to their communities and the people who made them what they are today. This love comes in the form of charity, fundraising, volunteer work,

and just putting smiles on faces that haven't had a lot of chances to smile.

Everyone can make a difference, but they can't do it alone. John Seasock can tell you that, as he's been a volunteer firefighter for his county in Pennsylvania for twenty-two years. He got involved when he was just sixteen years old as a junior firefighter and it quickly became a major part of his life.

John says, "One of the most incredible benefits to my volunteer work is the association people make when they see me signing autographs, at a show, or just out in the community and the memory they have of me in the past for something I did. It just feels good to affect someone in a positive

way. I've become really close to some people in my community; we're always there for each other's celebrations and losses like a family."

For many years Dennis Anderson, driver of Grave Digger, has been raising money for local schools. Years ago Dennis put on a truck display at his oldest son's school festival, acting as a fundraiser for new school supplies. He realized by adding some baked goods, block party activities, local bands, and a lot of local families and friends, he would be able to raise thousands of dollars in support of various local schools. Three times a year, for the past seventeen years these local events have helped fund new

school books, computer equipment, gym supplies, and playground equipment for schools across Currituck County in North Carolina. "It all helps the community, it all comes back around," says Dennis.

Even more, Dennis Anderson has been able to grant some wishes through the Make-A-Wish Foundation. One of his best memories with a Make-A-Wish child took place about twelve years ago while spending time with him at the Grave Digger headquarters in North Carolina. Dennis can still remember the day he spent with the little boy, Jason, on the lake near the Digger headquarters, racing ATVs and driving the trucks through the mud. All Jason could rave about for the

next week was how excited he was to ride the machines and see Grave Digger.

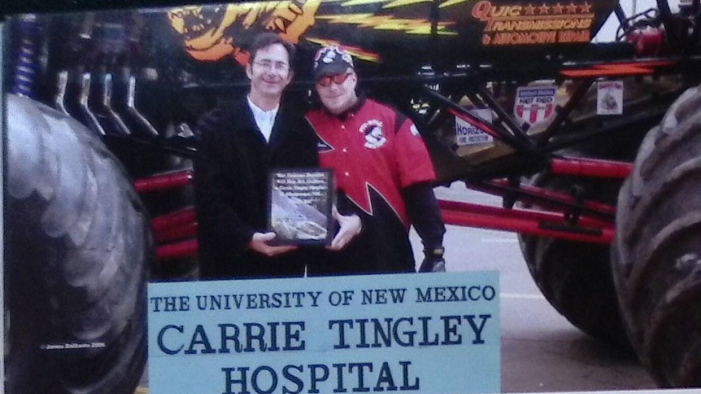
Anderson explains, "The reason for spending time with these kids is to change the gears in their life, even if just for a moment. It helps them take their mind off treatments or whatever else in their lives they are going through."

Jason has since passed away and Dennis has dedicated one of his Domination videos to Jason's memory.

Families can be the greatest support group, and Dennis Anderson has recently become aware of just how strong that support group can be during sad times. A few years ago, a close friend to Dennis was diagnosed

with a fatal cancer and he was given only a year to live.

Knowing the kind of burden this type of news can put on a person and their loved ones, Dennis and his family and friends were determined, out of their own selflessness, to give their dear friend everything necessary to make his last year on Earth as stress-free and comfortable as possible. Dennis and his family and friends raised enough money to cover and pay off Dennis' friend's remaining medical and personal expenses. Dennis' gift to his friend was enough to allow him to live the last six months of his life with no personal burdens, and no worries about his family's well-being after he was gone.



(Left) Charles Bennis giving a generous donation to the Carrie Tingley Hospital.
(Right) Dennis Anderson with a young boy from the Make-A-Wish Foundation.

"The best part," said Dennis, "was seeing how happy and comfortable he was when his burdens were lifted during those final months."

Just like Dennis Anderson, supporting local schools has been on the agenda for various other drivers as well. Mike Wine, another popular monster truck driver, has dedicated time out of his schedule to personally bring his trucks to some of the local schools. He visits the kids hoping to boost their school spirit, educate them about safety and the mechanics of his monster trucks, and increase the kids' morale and attendance at school.

Wine has also been able to put a few smiles on other children's faces. Two years ago, Mike met a child in Montana at a local restaurant. He and the child, Trenton spoke about his condition, a very serious cancer, and the painful treatments he had to undergo every couple of weeks just to survive. Mike told Trenton that he would let Trenton sit inside the truck if he went and braved through his next medical treatment. Trenton faced his painful treatment without another word, and the following day, after sitting in Mike's monster truck, Trenton began to make another bargain with Mike: "If I promise to live for one more year, can I come see you at the Monster Jam World Finals?" Such a request could not be ignored, so Mike and a couple of his crew members pitched in and sent Trenton on a trip to the World Finals. Needless to say, that was a gift of charity that has no price.

Mike is not the only one who runs into people that leave a lasting impression. George Balhan, the mohawked driver, stopped to speak with a family who introduced themselves to him in the autograph line after a show; they were there in honor of their son, who had passed away just two days prior.

"It made me realize how much they give for us. One would wonder how you could

even get out of bed that first week, but their dying son's last wish was that his family got to go watch the show; so they did... It's just amazing that we could mean so much to these fans, so its rewarding and gratifying to know that we can touch their lives," said George.

George's personal goal in the near future is to raise money for a special organization to help sick children. "Being able to give up even a little bit of our time to give something back is a message to these friends, family, and fans that we're thanking them for all they do for us."

Time isn't the only thing some drivers have been able to give up in the interest of others. Charles Bennis, driver of Pit Bull, also gives up his hair to Locks of Love, an organization that constructs quality wigs out of real hair for patients undergoing chemotherapy.

"That's why I like being able to look like a rock star at shows and throw my hair around. When people ask why it's so long I can tell them about Locks of Love and why I do it, thus spreading the word and raising awareness for the cause."

His efforts have definitely made a difference, and haven't gone unnoticed to those he has helped. At one of his Monster Jam shows, a little girl approached him in the autograph line; she didn't ask for an autograph, she just looked at him and said "I'm proud of what you do for Locks of Love." She then pulled off her wig and said "I really mean it."

Charles now donates his hair about three times a year, collectively giving up to seventeen inches worth.

In addition, Charles has been avidly dedicating every ounce of support he can to a local children's hospital in Albuquerque, NM. A huge factor in Charles' decision to support the hospital was the fact that the hospital was so poorly funded. "The first



thing I noticed as soon as I walked into the hospital was the level of poverty in the area," said Bennis.

Charles has been donating one-hundred percent of every paycheck earned through monster truck shows in New Mexico directly to the hospital. So far, he has been with the hospital for five years, sometimes just visiting to hang out with the kids and make them laugh whenever he gets the chance.

Making people happy when they need it most seems divine in itself, but Bennis has also taken an extra step to do the same for animals. Raising awareness for the abuse of animals has recently become another part of Charles' agenda. He recently took a tour of the local animal rescue facility in Albuquerque when he was asked to help out with a benefit for the pit bull breed.

Charles said, "I figured since I built a business around the name Pit Bull, I should do something to stand for the cause for the animals as well. The biggest thing that I want to help with is the fact that this shelter has very little money to support the animals and keep them healthy. The dogs sadly only have four days to live if they're not recovered."

Charles' goal for now is to raise awareness of the condition of these animals and problems they face as a breed, and to change what happens at the facility by giving them more funding.

We've seen some great efforts from our drivers in giving back to their communities and truly making peoples lives better in anyway they can. Whether it be by raising money for organizations to cure cancer, supporting animal rights groups, carrying out the last wishes of friends and fans, supporting local education, or fighting fires, this is just the tip of the iceberg of what the Monster Jam family of drivers has chosen to do out of their own good will. It's easy to say that the word "angelic" has become an understatement. ②

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Who would you invite if you could host your very own Monster Jam? It's a question you might get to answer if you enter the Monsters on Mainstreet Sweepstakes. The unparalleled prize package, brought to you by Ford Trucks, the official truck of Monster Jam, includes the chance to host a Monster Jam in your very own hometown. The 2008 grand prize winner, Michelle Stockton, was randomly selected from a pool of entrants who registered online at MonstersOnMainstreet.com, becoming one of the five finalists to receive a VIP trip to the Monster Jam NGK Spark Plugs World Finals.

In front of a sold-out crowd at Las Vegas's Sam Boyd Stadium, each finalist with their randomly chosen key took their turn trying

to start a 2008 Built Ford Tough Super Duty F-450 Pickup. "As I turned the ignition key and the lights came on, I knew that the truck would start, though I still could not believe it!" said Stockton.

Stockton's lucky turn of fate enabled her to host her very own hometown Monster Jam at Houston Motorsports Park near League City, TX. Stockton and 5,000 of her friends and family members took over the racetrack for this exclusive event. The weekend kicked off Friday with an autograph session and monster truck parade and culminated with the star-studded Monster Jam event on Saturday. Following the Built Ford Tough Party in the Pits, the fans got to see Candice Jolly win her first racing event in the Super

Duty Championship Race. Linsey Weenk, with the help of the Built Ford Tough Blue Thunder race team, took home the freestyle trophy. Stockton had the honor of presenting the trophies to both winners.

"I want to thank all of the people at Ford Trucks and Monster Jam for providing this extraordinary experience. I would also like to thank the Monster Jam drivers for opening up their private world for the fans; you are all greatly appreciated and loved," said Stockton.

Log on to MonstersOnMainstreet.com to enter upcoming promotions, and view photos and videos from this year's event. As Michelle Stockton from League City, Texas can tell you, the only way to win is to enter.



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LOOSE SCREWS

MONSTER JAM DRIVERS AND THEIR EXTREME HOBBIES By John Igras

KIDS, DON'T TRY THIS AT HOME!

Could anything be more extreme than sitting behind the wheel of a 5-ton beast with over 1500 horsepower under your right foot? When they're not tearing it up for 60,000 fans in the biggest stadiums across the globe, many of Monster Jam's drivers still feel the need for that rush of adrenaline. So what do Monster Jam drivers do to keep their blood pumping?

MJ: We've heard you're into flying planes. What type of flying do you do?

DB: There's guys that fly from A to B and do it for a living. And then there's guys that fly A to B and do it for fun. I put what my buddies and I do into a whole different perspective. It's basically bush flying. It's flying in territory where there are no people, there aren't really airports, there's not fuel readily available. I like flying my airplane and going into places that most people won't go or never even think about going. It's that fishing spot in the bottom of a canyon that's got walls 500-1000 feet tall, and in the bottom of the canyon, there's a little gravel bar that's 300 feet long that I can get my airplane on, and I go fishing where no one else can go fishing.

MJ: How did you get interested in flying?

DB: During my Supercross career, I had a buddy in Florida, and he would come home occasionally, and I would fly to some of my

traces with him. It just kind of hooked me because of the freedom of it. The freedom of it is what I enjoy, and then there's that challenge. People ask me, "Well, why would you want to go and land onto the top of that mountain?" I love the scenery of Idaho. That's part of the reason why I live here. My airplane takes me to places that it's going to take days to hike to.

MJ: Is there a most exciting or scariest moment you could tell us about?

DB: One of the most nerve-racking ones that I've ever had, I had one of my buddies in my backseat, and Bob Hannah was flying in his airplane. We were headed to Montana to go to a fishing lodge. It was early, early spring. We get in the canyon where the fishing lodge is, and it's snowing. We started heading in a different direction, and all of a sudden, we ended up in a snowstorm. We were low level, right over the road, because the

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visibility went to nothing. All of a sudden, I hear Hanna on the radio and he goes, "Hey! Hey! Hey! We've got wires!" So we see the wires, and we pop up over the wires, [and then] we're back down on the deck because it's a white-out and the road is the only thing you've got for reference. It's gnarly. I mean, my hands are sweating, and I'm ready to get out of this snowstorm. I come back on the radio to him and go, "Hey, I don't like this. I'm turning around." So I turned around, popped back over the wires and told him I was clear of the wires. He goes "Hey, it just broke out up here. We're out of the snowstorm and it's beautiful." So I turned around and popped back over the wires again, and it's five minutes, maybe, and then I break out in the beautiful sunshine, and we go on with our trip. That was one of my scarier moments, but I've had some close calls landing in really nasty spots.



TOM MEENTS

Maximum Destruction

MJ: Was off-roading a hobby of yours before you became a monster truck driver?

TM: Absolutely. I've always been around four-wheel-drive trucks. It's kind of what got me all started, doing it on a recreational basis. I went to my first event in '85, which was a local mud race. I started to build a better vehicle for the mud, then another for mud, then I got into monsters.

MJ: Where do you go 4-wheeling?

TM: The Badlands in Attica, IN. There isn't really any other place else I ever go.

MJ: So how did you first become interested? Did someone take you to an event or did someone in your family get you started?

TM: Yeah, it was my cousin, Richard. I was probably about ten years old, and he had a four-wheel drive truck that he had just put bigger tires on. It had a roll bar he put in it. He took

me out mudding, and I just loved it from that day on. I'm just crazy about four-wheel drive trucks. I used to collect pictures of them. I even had my mom stop on the street somewhere so I could take a picture of a four-wheel drive truck that I saw.

MJ: Do you have any non-extreme hobbies?

TM: I really don't. All I try to do is wake up in the morning and figure out what I can do. I'm crazy, you know. I like to live every minute of the day. As soon as work's over, we're trying to figure something out.

We've been trying to drive four-wheelers across the top of the pond, see if we could float one. I guess when you're so intense in competition in front of 60,000 people, just going bigger than ever, you just can't turn it off when you have the weekend off. People think you probably want to get away from that, but it's almost opposite for me. I just crave more adrenaline. I'm able to find it in four-wheeling and dirt bikes.

MJ: You often take kids from your neighborhood four-wheeling with you. Are you trying to spark that interest in them that you felt as a kid?

TM: I'm not even trying. They're already there.

JOHN SEASCOK

Batman™ monster truck

MJ: How did you become interested in doing street bike and quad stunts?

JS: I've always done extreme stuff all my life. I've always been a crazy kid. I used to be into 1-meter and 3-meter diving, and I was a pole-vaulting champ. When I was younger, the XSBA stuff was pretty small. It wasn't real popular or mainstream. I became friends with the Star Boyz. I became really involved in that whole thing and a lot of my closest friends are also in the XSBA world.

MJ: What is it that really attracts you to riding and doing stunts?

JS: You have to put all of your thought and energy into what you're doing, and it takes your mind off the stress of everyday life

activities. When you're wheelie-ing, you're really focused on what you're doing because you don't want to wreck. Out there in Vegas, the first year we won the World Finals in 2007, when I wasn't working on the truck and nobody was around, I was on the four-wheeler wheelie-ing around the stadium—through the parking lot, through the gates, right around the whole stadium. Just to relax and get my head on straight and to get my mind away from all the pressures. It's weird that something that extreme would make you relax, but, for me, it takes my mind off everything and lets me concentrate at what I'm doing.

MJ: Are there any other extreme hobbies that you enjoy?

JS: Without a doubt, I'm a really bad adrenaline junkie. I like skydiving, skiing and all kinds of extreme sports. I like living on the edge. Everything I do I like to take to the extreme, no matter what it is. I never did drugs; I was always into getting that natural rush.

MJ: Do you have any other not-so-extreme hobbies that you like?

JS: I'm big into R/C trucks, R/C airplanes and helicopters. I've got like ten trucks, five helicopters and six planes. I'm big into video games. I love mountain biking. Scuba diving is probably something that's not as extreme, but I do that a lot.

MJ: What was the most exciting or scariest moment you could share with us?

JS: Of all the things I do, riding a stoppie is the most dangerous. If you're riding a wheelie and things go bad, you hit the back brake and the front end comes down. If you're riding a stoppie on the front wheel, if things go bad, you're gonna wreck. There's no ejection button. It's a lot of commitment.



CAM MCQUEEN

Nitro Circus

MJ: How did you become involved in doing stunts with the Nitro Circus crew?

CM: My background was always racing motocross and a little cross-country racing on enduros and stuff like that. My friends were all getting heavy into the freestyle, and where I came in, as far as the movies and stuff, was more of the car stunts and just the physical stunts. Getting beat up, getting run over, getting pulled behind anything from a wild bull to a horse to a monster truck. I found a niche being the guy that did the stuff no one else wanted to do. I kind of made my break in the DVD stuff and the movies when we were out filming up in Canada. Travis Pastrana and a bunch of big freestyle riders came up. There was a huge jump on the course that the track builder had put in there. Everyone was scared of it, and no one would jump it. I didn't really tell anyone. I just kind of went off in the back forty and started getting up speed. I came whipping past everyone, and before they knew it, I was launching this step-up. That's kind of how I broke my way in. Everyone thought, "Maybe we should keep this guy around; he's got a few loose screws."

MJ: You were doing stunts before you became a monster truck driver. What is it that sparked your interest in doing this kind of stuff?

CM: The first time I ever got interested in stunts I was 12 or 13 years old, and we went to California for a family trip. We went to the Indiana Jones Stunt Show at Universal Studios in Hollywood. I saw these guys jumping off

of roofs and falling out of cars, and, for some reason, it just sparked this desire in me to do these stunts. Even in high school, I put on my career reports that I wanted to be a stunt man when I grew up. That was something that the teacher frowned upon and said I wasn't being serious, and I wasn't going to get marks for that. That went from wanting to be a stunt man to: then okay, I want to be a monster truck driver when I grow up. He didn't accept that either. Now, I've been able to do both of them, and it's a sweet revenge to be able to look back on that in high school and just kind of do the impossible, or what was thought to be impossible by my teachers.

MJ: Exciting or scariest moment. Could you share one with us?

CM: The EVS jump out at Travis's place. It basically started out as we were going to jump a car and try to turn it into a football and try to spin it through the air. Well, before we knew it, Travis had two motorcycle freestyle ramps set up side by side, and this huge step-up built. We had an old truck kickin' around there, and we threw some seats and a roll cage in. That was a little scary at first, because we didn't know what was going to happen, if I was going to even make the ramp or make the jump. It was such a rush. I was so pumped up.

MJ: Do you have any other non-extreme hobbies that you enjoy?

CM: I tried to pick up the guitar years ago, but I've still got it here collecting dust. It just seems that until I slow down a little more

and spend a lot more time in a rocking chair or sitting on the front porch with nothing to do, there's still going to be that desire for something a little more exciting. Until then, most of my hobbies revolve around motors, vehicles, bikes or quads.

DENNIS ANDERSON

Grave Digger®

MJ: We've heard you are really into four-wheel drive trucks when you're not behind the wheel of Grave Digger. Where do you wheeling?

DA: It's mud-bogging and blazing trails. That's what we're into. A mad man's truck competition, that's all it is. I just rage up and down the power lines. They have these great big stanchions and a big clear-cut thing that runs through the swamps and through the woods, and we follow these power lines. Plus, we go four-wheelin' around the beaches.

MJ: How did you become interested in four-wheeling and mud racing?

DA: I always loved vehicles with big tractor tires and watching machines like log skidders make trails through the woods and dragging trees through the swamps. That's where I got the idea of putting a set of combine tires on a regular truck. As a teenager growing up, I ran big bulldozers. Before I'd leave on Friday, I'd take the dozers and make mud holes out in the fields. My buddies and I would then come back and take our big trucks and rip it up all weekend.



MJ: Do you have a most exciting or scariest moment you can recall?

DA: This one time we were out on the dunes and I had this four-wheel drive Jeep Wagoneer. Living on the ocean, we have to deal with salt water and salty air, which takes its toll on metal parts, and my Jeep was starting to rust out a bit. We were running up and down the beach and decided to start jumping the dunes, like a motocross racer jumping doubles. I was scaring the heck out of my buddies who were riding with me, and didn't let on that I was scared myself. We cleared this huge jump and I nailed the landing perfectly. People started to say "That dude is an awesome driver!" but it was pure luck. Now when people start talking you up, you're actions have to back it up. So my buddies piled out of the Jeep so they could watch me do it again. During my takeoff, I got all crossed up on the ramp, cased the landing and tail-slapped this thing. The chassis broke and the whole body just crumpled around me. That was probably one of the most scariest moments of anything I've done off the track.

MJ: Do you have any other hobbies that aren't so extreme?

DA: I like exploring in a boat. I take a boat and go island-hopping, and I explore around looking for historical artifacts and stuff like that. I go buoy hunting, and that's one of the most relaxing things that I really do. From all the storms, buoys wash up around these islands, and we go around and collect these buoys. We have a beach house that we decorate with them.

GEORGE BALHAN

An Escalade

MJ: Were you a motocross racer before you became a monster truck driver?

GB: Yeah, actually I raced quite a bit. I started like any kid on a dirt bike, racing locally. I grew real quick, so I got off the mini pretty early. My family didn't have a lot of money, and we didn't have enough to buy a 125 at the time. My dad had a race quad, so until the next season I raced his quad and was fast on that. Ended up racing pro a few years on a quad, then jumped back on the bike to get in shape, and I started going fast on a dirt bike again. I actually raced a couple Outdoor Nationals and a Supercross on a bike. For me, now, as I've gotten older, it's a release for me. It's where I stick on that motocross helmet and I can forget everything around me. Everything kind of gets silent, and it's my escape from the world.

MJ: So, how did you first become interested in racing?

GB: It was actually because of my dad. When I was a little kid, he had dirt bikes. Just like I do with my sons, I watched him ride. I woke up one Christmas morning, and there was a dirt bike there. How I got involved in racing was after that first dirt bike; we heard there was a track called Red Bud in Buchanan, Michigan. We went out there on a Saturday night and watched

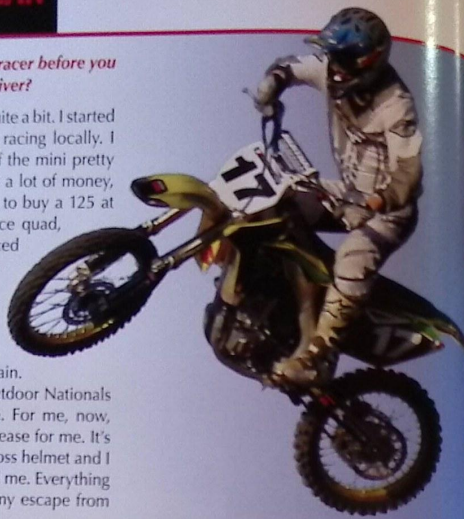
the Saturday night race. We drove home and got my 60 and drove back out on Sunday and raced Sunday. From then on, it was pretty much every weekend. It was a great family sport. We were at the track together, me, my mom, my dad and my brother.

MJ: Do you have a scariest or most exciting moment you could share?

GB: One year, I raced my first Supercross race in Minneapolis. It was exciting and scary at the same time. I was the privateer, obviously. On the starting line next to me were factory riders, with their mechanics and all their spare wheels and tires. I had my buddy Al in shorts and a pit board. That's all we had. Unfortunately, the week after that I crashed pretty bad practicing and hurt my knee. That's when I decided I might have to go out and get a real job. Lucky enough for me, I came across monster trucks, and here I am.

MJ: Do you have any other non-extreme hobbies that you enjoy?

GB: In our neighborhood, they call it "throwing bags." It's almost like horseshoes, where they've got these wooden boxes. All the neighbors kind of hang out, and you have these beanbags and you try to throw them in. I'd say that's non-extreme. That's something me and my wife do. I like wakeboarding, motocross, snowboarding. Unfortunately, I guess I'm an adrenaline junkie deep down, and I just can't escape it. ⑤



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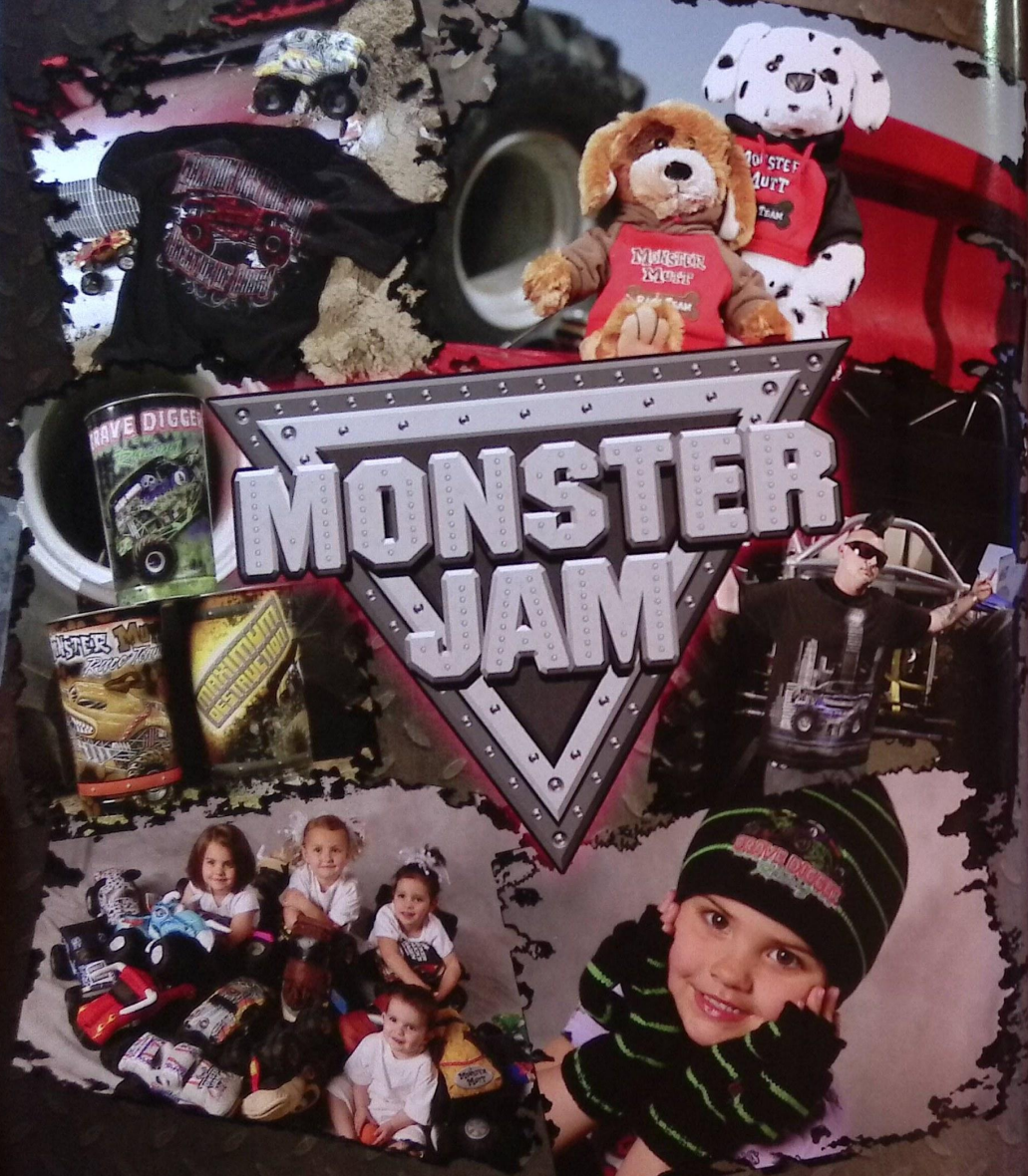
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NOT JUST ANYBODY

By Robin Drozd

A LOOK AT MONSTER JAM CUSTOM TRUCKS AS TOLD BY ROBBY "THE MANIC MECHANIC"

Hey boys and girls! As you can surely tell from the picture, I'm a little bit new to the monster truck scene! When asked to come up with a brand new Monster Jam® truck with a complete custom body, I got a little confused. It doesn't mean I don't love monster trucks as much as you do! I'm just trying out all the ideas for a project I'm working on. Oh! By the way, I'm Robby "The Manic Mechanic!" I'm THE lead mechanic behind the new Monster Jam truck creation team. What does that mean exactly? It means that I have the pleasure of helping build a monster truck from top to bottom. Not only that, but I get to help pick the colors and design of the truck. Eventually, all this hard work will pay off when the truck is up and running for the brand new Monster Jam season! It's quite a process. Some of the toughest parts of creating an all new Monster Jam truck is coming up with a name, designing the chassis and building a cool custom body.

When I was just a little kid, I fell in love with everything about monster trucks. I wanted to know all the ins and outs of every

single truck, especially how the ideas for the trucks came about. A good idea for a truck is what I really need right now. Maybe if we explore together the evolution of the custom monster truck body, I'll be able to come up with an idea. And there's only one place to begin, Kill Devil Hills, NC: the birthplace of a legend.

Back in 1982, a machine was created that changed the world of monster trucks as we know it. Maybe you've heard of him? If not, he might dig you a grave. Got it now? Grave Digger®!

Grave Digger didn't look like most early monster trucks. Grave Digger was a panel truck; the other monster trucks had regular pick-up truck bodies. The only difference between the old monsters and the regular trucks were the tires. Old monsters used tires from farming equipment. Why were tractor tires used? To help keep monster trucks from sinking or getting stuck in the mud.

As technology evolved, trucks were created based on a theme, or single idea, and, of course, a highly specialized body was designed to portray the idea to fans. The bodies were molded into things like skulls, super-humans, dinosaurs, turtles, bulls, cats and more. How were they molded into different shapes, you ask? Since monster trucks originally had heavy steel bodies, they needed something lighter and more flexible to allow for more movement. Eventually, fiberglass became the chosen material used to form the custom body of all monster trucks. Fiberglass not only made it easy on the crews who fixed the truck when there was damage done to the body. Fiberglass also made the

Hey kids! Can you tell what trucks were used to create this "MONSTER MAYHEM?" Go to page 144 to identify the truck parts.



monster trucks, lighter in weight, which caused the trucks to go faster and jump higher. Some trucks stayed with the basic pick-up shape, but others took on the shapes of wild animals or crazy creatures.

A few examples of the trucks that helped change the face of Monster Jam are Monster Patrol, Wild Thing, Samson, Towasaurus Rex, and Pony Express. Each was slightly modified in their own way to help take the custom monster truck body to the next level. Monster Patrol resembled a police vehicle with emergency lights at the top of the truck and a wing at the rear which displayed the slogan, "Say No to Drugs." Wild Thing was one of first monster trucks ever built with a non-traditional truck body; it was in the

shape of a skull! Samson, a truck best known for its 3-D design, had very muscular arms that extended down the front of the truck. Towasaurus Wrex was a tow truck-like vehicle used to both destroy competitors and help clean up the pits after a run! Pony Express's muscle car body was one of the first monster trucks that looked like an actual car you'd see on the street. These monster trucks are no longer running at Monster Jam, but are all a part of the history. History

is key in helping build the next Monster Jam superstar. Who knows, the next designer might be you!

Today's trucks are beyond what anyone thought they would ever be. Some of these monster trucks are based on popular culture, things like cartoons, TV shows, and even comic books. Inspiration is all around us! Here are a few of the most inspiring customized monster truck bodies running in the world of Monster Jam today:

Predator

You could say this is the PURRRRR-fect monster truck. Predator was one of the first custom concept monster truck bodies, and you can still see it out on the track today, along with its alter ego, Prowler. The front end of the truck is the face of a panther, with a defined coat, glowing eyes and gnarly teeth. It definitely stands out from the other monster trucks. If you get in its path, make sure to start running, or you might be dinner!



Jurassic Attack

In the mid-90s, Monster Jam began to attract some crazy-looking trucks with customized bodies, including a truck called Jurassic Attack. Originally, Jurassic Attack was to be modeled after a T-Rex, but later it was decided that the Triceratops body was more practical. Featuring massive horns on the top of the cab, huge eyes on the side windows, and giant ridged spine around its neck, it's right up there as one of the fans favorite trucks.



Monster Mutt

Who let the dogs out??? Someone who definitely had a soft spot for puppies! Monster Mutt is custom-made from tongue to tail. That's right, it has a giant TAIL! But the best part is the tongue. From time to time, one can catch the tongue of Monster Mutt moving up and down like it's panting. As for the body, it's in the shape of man's best friend. You won't find another big pup like that!



El Toro Loco

The meanest bull on the track! Just one look at the front of this beast, and you'll be running from the steam pouring out of its nose. And steer clear of its horns, or you might have a little trouble sitting down later! Bulls are strong and fierce animals! They sure fit in with the rest of the monsters.



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Turtle POWER! Most turtles never reach a height of 12 ft. but this one does! The turtle truck is based on the comic and cartoon created in the mid-80s. What makes it extra special is the custom fiberglass shell it's carrying around. The shell is hand carved and hand painted! Don't mess with this ninja turtle or you could get shell shocked.



An American cultural icon! Inspired by the comic books, the SUPERMAN™ monster truck hit the scene in 2005. Shining like a beacon of hope, the truck is adorned with Superman's distinctive red, blue and yellow colors, his symbolic S-SHIELD emblem, and its very own customized CAPE! Extending from the windshield the length of the truck, it's the biggest cape in Monster Jam and helps the truck soar high above the competition!



The truck, created in honor of the DC super hero, embodies the mystique and raw power of the DARK KNIGHT. For generations, fans of all ages have followed Batman's adventures as he battled villainous criminals such as The Joker, The Riddler and Mr. Freeze. The monster truck was custom designed to resemble Batman's greatest weapon, the BATMOBILE! With its sleek black body, giant fins, and the Bat Emblem inscribed on the side panels, it's truly worthy of the name BATMAN!



A fast traveler and a too-fast talker! Taz™, also known as the Tasmanian Devil, busted onto the cartoon scene in the 1950s. Taz™ was always on a mission to find food for his ever-growing appetite. If you didn't get out of his path, you more than likely got sucked into his tornado-like whirl. The Taz™ monster truck, created in 2005, looks very much like the cartoon character. Get a load of the sharp teeth in the front of the truck! It might look cute and fuzzy from a distance, but I'd steer clear!

You would think creating a new monster truck would be easy, but it's not! There's so much pressure in coming up with a truck, and not just any truck, but one that can run with the best of them! I had a blast going through some of the classic and cutting edge custom monster truck bodies with you. I really do hope you learned a few things about your favorite monster trucks. Most of all, don't forget anything I've told you here today. Who knows, maybe one day you'll be coming up with a monster truck of your own! ☺

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BY: ANDY CARTER



A-10 MONSTER TRUCK

VS.

A-10 THUNDERBOLT II

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9' 9"	HEIGHT:	14' 8"
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METHANOL	FUEL:	JET FUEL
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SINGLE-SEAT	COCKPIT:	SINGLE-SEAT
T-SHIRT CANNON (3 ROUNDS PER MINUTE)	ACCESSORIES:	GAU-8/A AVENGER GATLING GUN (3,900 ROUNDS PER MINUTE)
575 CUBIC INCH MERLIN	ENGINE:	(2) GENERAL ELECTRIC TF34-GE-100 TURBOFANS

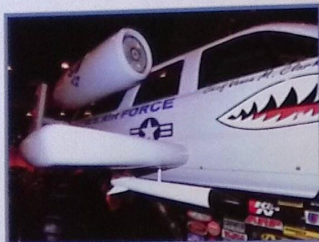
COULD YOU HAVE EVER IMAGINED A MONSTER TRUCK WITH WINGS, MISSILES, AND A T-SHIRT CANNON?

Don't worry if you couldn't, because now you can actually see one. In addition to the Air Force Afterburner, Monster Jam and the U.S. Air Force have recently introduced a new member to the fleet: the A-10 monster truck. Modeled after the A-10 Thunderbolt Jet Aircraft, this monster debuted at the Tattoo Air Show in Dayton, OH this past summer. Although this bird will not fly in competition, it has been and will be displayed in a wide array of locales, such as high schools, Air Force bases, air shows, NASCAR events, and even a few Monster Jams.

The latter half of 2008 proved to be a fun and busy time for the A-10 and its crew, Jesse Barden, Rob Cartwright, Mike Albers and Mike Lockhart. "Taking the A-10 around to all of these displays has been awesome," said Jesse Barden, who is also the crew chief of the Air Force Afterburner. "It's pretty cool to get to talk to all of the fans and Air Force personnel. Their great feedback about the truck pushes us to work even harder to ensure

Force, who provided the initial vision and design of the truck, along with pictures, paint colors, and other details about the actual A-10 Thunderbolt, the monster truck crew was able to build a truck to look like the spitting image of the actual jet aircraft.

Building a monster truck to look like an aircraft is no simple task. After the final design adjustments and logo placement, the truck building team initiated production.



that the A-10 and Afterburner are always in peak working condition."

After its initial stint in Dayton, the A-10 made many stops all over the country. From Universal City, CA to Loudon, NH, spectators were wowed by the mock jet that could plow over cars if it wanted to.

In order for this extreme concept to become a reality, a team of masterminds had to put in many hours designing and producing the A-10. With the aid of the Air

Force, it took nearly eight weeks to complete the prototypes, make the molds, and produce the fiberglass parts. This left less than a week to prepare the truck for its first display for the Air Force. In this short amount of time, they painted the show quality body, installed the graphics, and had everything delivered onto the chassis. Unlike many of the other trucks in the Monster Jam line up, the A-10's fiberglass

one solid vehicle in under fifteen minutes.

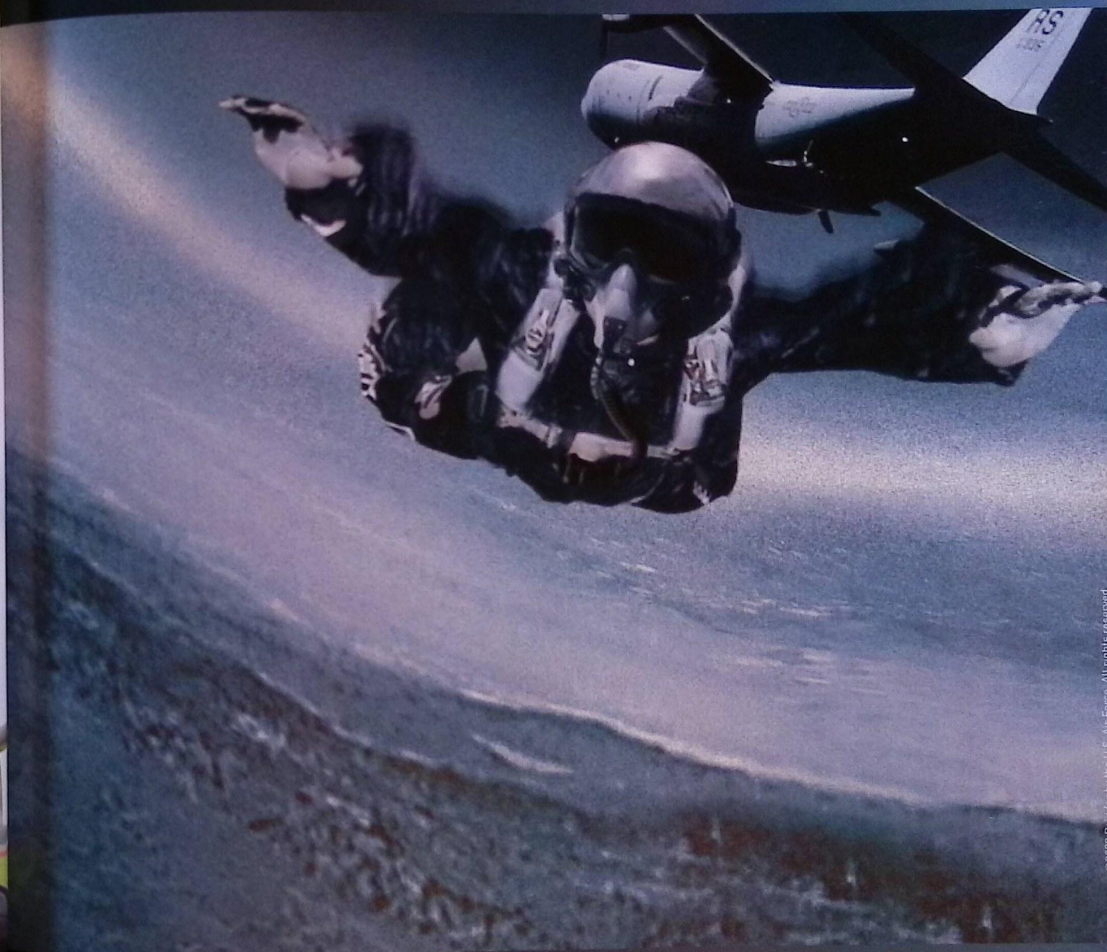
All of the hard work by both the Air Force and the A-10 monster truck building crew has proven to be successful. The addition of this truck has been exciting and revolutionary. Be on the lookout; it may be touching base in your hometown! 🇺🇸



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A Brief History of the
 Monster Jam World Finals.
 One through Nine.

by Scott Douglass



Now that the time has finally arrived for the biggest event in monster truck history, the tenth edition of the Monster Jam World Finals at Sam Boyd Stadium in Las Vegas, it's the perfect time to look back at how we've arrived at the sport's grandest spectacle. The action this year is sure to be the most exciting ever, the story lines and the emotion will be at a fever pitch, and two world championship trophies will be claimed in front of motor sport's most fervent fans. Devoted admirers will come from all over the world to be a part of the season's crowning achievements, an event they will truly never forget, as the world's best drivers give it all they've got to make Monster Jam history. That legend is now firmly established, with nine previous editions of Monster Jam's annual premiere event. Since the inaugural competition out west we've all marveled at the amazing performances the sport's premier superstars have turned in each year on its' biggest stage. So as we prepare to witness the next chapter in the World Finals saga, let's look at what has led up to MJWF-X!



MJWF I

For the first time, Monster Jam's exploding popularity brought fans from all over the country to one location to officially crown a racing and a freestyle champion. USHRA® officials created the longest and fastest race course on the circuit and stacked the biggest obstacles ever seen on the freestyle course to make this a true championship challenge. With 16 of the sport's best in competition, Tom Meents put the icing on one of his greatest racing seasons ever, driving Goldberg to the first Monster Jam World Finals racing championship, defeating arch-rival Scott Hartsock and Gunslinger in the final race.

Dennis Anderson, the most popular driver in the sport's history, was stunned in round two of racing, where veteran Scott Stephens drove King Krunch to an upset win over Grave Digger®. Anderson did redeem himself in freestyle though, and with six fans serving as judges, Grave Digger received a perfect score of 40 and was crowned the first ever Monster Jam World Finals freestyle champion.

(Right) One of the memorable moments from MJWF-I was an amazing reverse move from Lyle Hancock in Wrenchhead.com, who roared up a huge container in reverse to bring the crowd to its feet yet again. (Below) Tom Meents needed only three tires to finish his freestyle!

2000

Racing Champion:
Tom Meents, Goldberg
(vs. Scott Hartsock, Gunslinger)

Freestyle Champion:
Dennis Anderson, Grave Digger (40)
Lyle Hancock, Wrenchhead.com (39)
Tom Meents, Goldberg (37)
Rob Knell, nWo (37)
Scott Hartsock, Gunslinger (34)
Madusa, Madusa (34)



MJWF II

MJWF-II provided some of the wildest action ever seen. That night the fans saw the race course cut in half for the final two rounds after a water main was damaged near the start of the right lane, totally flooding the chicane area. USHRA officials were forced to move the starting lines past the flooded area, inside of Sam Boyd Stadium. The freak occurrence eliminated what had been a big advantage for fast qualifier Brian Barthel in Wolverine, who was not as strong on the now-shorter course and Lyle Hancock's Blue Thunder® beat him to advance into the finals against Tom Meents. All the drama played right into Meents' hand and the Goldberg truck won the Monster Jam World Finals racing championship for the second straight year.

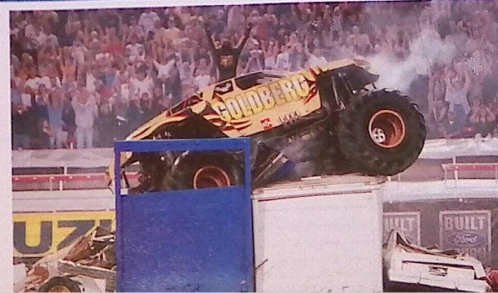
MJWF-II was the genesis of a favorite show element that remains today: the now famous Monster Jam World Finals encore. Grave Digger was the last truck to freestyle, but Dennis Anderson's run lasted only half of the two minute time period, leaving the MJWF-II freestyle championship secure for points leader Meents. But Dennis Anderson wasn't done. He had his team bring out another Grave Digger to give the fans a freestyle encore, and after flipping that truck called for yet another Grave Digger to give the fans even more! Not to be outdone, Meents brought out his back-up Goldberg and flew onto the course, smashing into one of the broken Grave Diggers littering the stadium floor!

(Left) Total disregard for any monsters left on the course during freestyle was the order of the day as Grave Digger served up some carnage at the expense of Goldberg (below), which couldn't make it off the track.

2001

Racing Champion:
Tom Meents, Goldberg
(vs. Lyle Hancock, Blue Thunder)

Freestyle Champion:
Tom Meents, Goldberg (38)
Jill Canuso, Wrenchhead.com (36)
Dennis Anderson, Grave Digger (36)
Jim Kochler, Avenger (34)
Tony Farrell, Sting (34)





Tenacious Tom Meents made it back-to-back championships with another sweep to claim five of the first six championship trophies. Tom eliminated Dennis Anderson in the racing semifinals, then Team Meents went on to beat Bounty Hunter for a third straight Monster Jam World Finals racing championship.

In freestyle, this proved to be a night where each competitor seemed to raise the bar higher than the previous driver did. The biggest air of the night came early when Scott Hartscock got a huge head of steam built up charging towards a giant bus stack in the center of the floor, eventually flying his Gunslinger some 40 feet high! He launched the awesome Ford so far out that he sailed well past the landing ramp, flat landing at the other end of the stadium and unable to continue with half his time still left on the clock. Dennis Anderson's incredible Grave Digger freestyle also ended early, with a full :30 left on the clock. His score of 36 gave Grave Digger the lead but left room at the



(Top) The name on the side of the truck changed from "Goldberg" to "Meents", but there was no change in the end results from the previous year. (Above) Gunslinger's huge air set the bar high for freestyle, while Pablo Huffaker's (right) impressive run got him third place.

top for Meents, and Tom took full advantage. Meents was phenomenal, and the fact that he filled the entire clock before flipping his machine in a wild sideways hit gave him that one additional point for a total of 37, and yet another championship trophy.

Racing Champion:
Tom Meents, Team Meents
(vs. Jimmy Creten, Bounty Hunter)

Freestyle Champion:
Tom Meents, Team Meents (37)
Dennis Anderson, Grave Digger (36)
Pablo Huffaker, Blacksmith® (35)
Lyle Hancock, Blue Thunder (35)
Mike Vaters, Black Stallion (32)
Brian Barthel, Wolverine (30)



MJWF III 2002

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MJWF MJWF V

Although Sam Boyd Stadium had been Tom Meents' personal playground during the first three Monster Jam World Finals, that was about to change. His streak of 13 consecutive MJWF race wins would end in round two, when Scott Hartsock, driving Gunslinger, became the first driver to beat Meents in Las Vegas. Gunslinger's motor broke during the semifinals, allowing Brian Barthel to drive Wolverine to victory and into the finals. In the championship race, Barthel and Jimmy Creten were so amped up that they missed the turn but it was Barthel who recovered first and Wolverine claimed the championship.

In freestyle, Lupe Soza turned the crowd on with an amazing run that grabbed the lead for El Toro Loco® with a score of 36. In the end though, it was Jim Koehler's biggest night ever, and a chance for a bit of redemption. In previous years Koehler had turned in some very strong runs only to get low scores from the judges, but not this time. Koehler had Avenger on fire from the start, nailing every obstacle on the treacherous course. Then, with a broken shock and sway bar, not to mention a flat rear tire, Koehler closed with the night's longest set of cyclone-style donuts, sticking both of his hands out his windows no less. "Mr. Excitement" had driven Avenger to a freestyle championship!

Jim Koehler (left) and Brian Barthel (below) proved that someone other than Dennis Anderson and Tom Meents could be called "World Champion!"

2003

Racing Champion:
Brian Barthel, Wolverine
(vs. Jimmy Creten, Bounty Hunter)

Freestyle Champion:
Jim Koehler, Avenger (37)
Lupe Soza, El Toro Loco (36)
Lyle Hancock, Blue Thunder (34)
Madusa, Madusa (32)
Mike Vaters, Black Stallion (30)

One of the most emotional nights in the sport's history was when Dennis Anderson overcame his years of racing frustration in Las Vegas to claim his first Monster Jam World Finals racing championship. In the first four World Finals racing brackets Grave Digger had never advanced past the second round, so it may have surprised some that Anderson arrived at the MJWF-V so full of confidence. "I've just got a really good feeling this year," Anderson said during the Built Ford Tough Party in the Pits. "I want to hit the jackpot here in Vegas," and hit the jackpot he did! In qualifying the big boys were on their game: Maximum Destruction® turned the fastest time, Grave Digger was second and Bounty Hunter was third quickest, which created maybe the most balanced race bracket ever at the finals. This resulted in the semifinal round showcasing four of motor sport's greatest racers: Dennis, Tom Meents, Jimmy Creten and Pablo Huffaker, but it would be Anderson's night to remember. After making the championship race for the first time ever, Dennis took full advantage, edging his friend and teammate Huffaker for his first racing title.

Freestyle on this night would not belong to Grave Digger, but it was the tightest finish in history with Madusa, El Toro Loco, and Maximum Destruction finishing in a three-way tie for the title! The next year the USHRA added several levels of tie-breakers, assuring that 2004 will be the only year where there would be multiple freestyle champions.

(Right) Lupe Soza literally drove the horns off El Toro Loco on the way to securing his share of the freestyle championship.
(Below) Dennis Anderson, his sons, and his team begin their emotional victory celebration.

2004

Racing Champion:
Dennis Anderson, Grave Digger
(vs. Pablo Huffaker, Blacksmith)

Freestyle Champion (Tie):
Lupe Soza, El Toro Loco (31)
Madusa, Madusa (31)
Tom Meents, Maximum Destruction (31)
Dennis Anderson, Grave Digger (30)
Jimmy Creten, Bounty Hunter (30)





"I think you've got my championship and I've got yours," Jimmy Creten remarked to Madusa after one of the most unpredictable finals in history! Creten, known as one of the world's best racers, won freestyle in Bounty Hunter and Madusa, who had been making her name in freestyle, took the racing title. The racing victory was truly a team effort for Madusa, as she and Crew Chief R. L. Arace were in total sync that night. Although Dennis Anderson was the clear favorite when he earned a spot in the championship race against Madusa, he came up just short as Madusa took home the racing championship by beating Grave Digger.



(Top) Known for his racing, Jimmy Creten became an unlikely freestyle champion! (Above) Madusa crossed the finish line ahead of Grave Digger, and Jim Koehler (right) began a new tradition.

In freestyle, Jimmy Creten used his textbook style of showing the judges some things no one else does, using the clock, and hitting every huge obstacle on the track to grab the lead a little past half-way through the line-up. Tony Farrell would equal Creten's score in Blue Thunder, both getting a 31 from the judges. The tie-breaker was the deciding factor. With six judges scoring each run, the high and the low scores were thrown out and

the other 4 made up the final score. The first tie-breaker was determined by adding back in the lowest score: a 7 for Bounty Hunter, a 6 for Blue Thunder, and Jimmy Creten, a driver who had been expected to win the racing title, was instead crowned the Monster Jam World Finals freestyle champion!

Racing Champion:
Madusa, Madusa
(vs. Dennis Anderson, Grave Digger)

Freestyle Champion:
Jimmy Creten, Bounty Hunter (31)
Tony Farrell, Blue Thunder (31)
David Smith, King Krunch (27)
Mike Vaters, Black Stallion (27)
Dan Evans, Destroyer (26)



MJWFFVI 2005

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MJWFVII

This was the first year that the field was expanded to 24 competitors, which made qualifying times even more important. The 8 fastest qualifiers now advanced immediately to the second round, a significant advantage. Regardless of the circumstances and the additional competitors, Dennis Anderson still rolled into his third straight championship race. This time the opponent for the title was Jimmy Creten, whose Bounty Hunter had been running slightly faster than Digger in the earlier rounds. As always, Anderson found a little something extra. Many times in the past, with so much pressure on the two finalists, the world title was decided by one driver making a mistake, but not this time. Grave Digger edged Bounty Hunter by less than the length of his front wheel for Dennis' second MJWF racing championship in three years.

Another year of racing frustration did not sit well with Meents, and he let it all hang out in freestyle. Even before Tom Meents' winning run the action was the best ever, including incredible freestyles from Frank Krmel (Del Scorcho), Charlie Pauken (Monster Mutt®) and Dennis Anderson in Grave Digger. Tom then rolled onto the floor, began his run by leaping over his back-up truck and went on to claim world title number seven.

(Right) Tom Meents became the first driver ever to bring his own obstacle! Max-D drove on the track, pulled into the fountain, and the motor shut off. To everyone's surprise, teammate Neil Elliott jumped out of the truck, leaving the other Max-D on the course as another obstacle!

(Below) Pauken goes "tail up" in a dog-eat-dog freestyle battle.

2006

Racing Champion:
Dennis Anderson, Grave Digger
(vs. Jimmy Creten, Bounty Hunter)

Freestyle Champion:
Tom Meents, Maximum Destruction (37)
Dennis Anderson, Grave Digger (33)
Charlie Pauken, Monster Mutt (32)
Frank Krmel, Del Scorcho (29)
David Smith, King Krunch (26)



MJWFVIII

For the Monster Jam fans that appreciate hard work and cheer loudest for the nice guys who have paid their dues, MJWF-VIII may have provided the most satisfying results ever. John Seasock won the racing championship driving the Batman™ monster truck and Pablo Huffaker pulled out a new body, the Captain's Curse®, and drove it to his first freestyle championship.

The savvy veteran Seasock won his emotion-packed first world championship in grand style by beating Grave Digger for the crown. Despite not winning another title Dennis Anderson did set a MJWF record: he had now made it to the championship race in four consecutive Monster Jam World Finals.

Like racing that night, freestyle rewarded patience and consistency. Huffaker, who had been so close to a world title several times in past years, filled the clock with a crowd pleasing performance, daring Anderson and Meents to top his run. Neither could, and new grandfather Pablo Huffaker celebrated at the top of the Monster Jam mountain for the first time. This night concluded with maybe the most memorable and exciting encore ever at Sam Boyd Stadium in celebration of Dennis and Grave Digger's 25th Anniversary. With Anderson watching in sheer delight from the sidelines, five Grave Digger trucks freestyled together in a wild finale to this incredible night!

(Left) Dennis brought a special chrome body Grave Digger to MJWF-VIII to celebrate a quarter century of thrilling his fans.

(Below) Pablo Huffaker's strong freestyle run put a curse on all the other drivers, as he captured his first MJWF championship in his brand new ride.

2007

Racing Champion:
John Seasock, Batman™ monster truck
(vs. Dennis Anderson, Grave Digger)

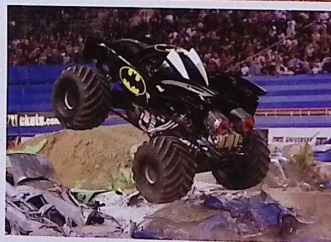
Freestyle Champion:
Pablo Huffaker, Captain's Curse (34)
Dennis Anderson, Grave Digger (30)
Linsey Weenk, Iron Outlaw (29)
Marc McDonald, Safe Auto Minimizer (29)
Damon Bradshaw, Air Force Afterburner® (29)





The ninth edition of Monster Jam's greatest night saw history made with John Seasock joining Tom Meents as the only drivers to earn the title of racing champion in back-to-back years. Maximum Destruction was actually the fastest qualifier at Friday night's Double Down festivities and was consistently turning the fastest laps round after round. But a mechanical letdown ended Meents' high hopes and after beating Jimmy Creten and Bounty Hunter in the semifinals, Max-D wouldn't start, leaving Bounty Hunter to take his place in the championship race. Meanwhile, John Seasock continued to prove that 2007 was not a fluke, winning round after round behind the wheel of the Batman™ monster truck, and then went on to beat Creten in the finale.

In freestyle the next generation of superstars officially arrived when Adam Anderson piloted the Taz™ monster truck to become the youngest Monster Jam World Finals champion in history. Things got off to a huge start when Chad Tingler came out first and leaped the huge triple bus obstacle in



(Top) The calm before the storm. (Above) John Seasock became a back-to-back racing champ and Dawn Creten (below right) pulled off an amazing save.

Monster Mutt® Dalmatian. Besides Adam, the only other driver to outscore Tingler was Dawn Creten, who turned in the freestyle of a lifetime. But in just his third year of competition, the son of legendary Monster Jam icon, Dennis Anderson, made his own name in Monster Jam with a truly amazing performance.

Racing Champion:
John Seasock, Batman™ monster truck
(vs. Jimmy Creten, Bounty Hunter)

Freestyle Champion:
Adam Anderson, Taz™ monster truck (37)
Dawn Creten, Scarlet Bandit (36)
Chad Tingler, Monster Mutt Dalmatian (32)
Linsey Weenk, Blue Thunder (30)
Dennis Anderson, Grave Digger (30)



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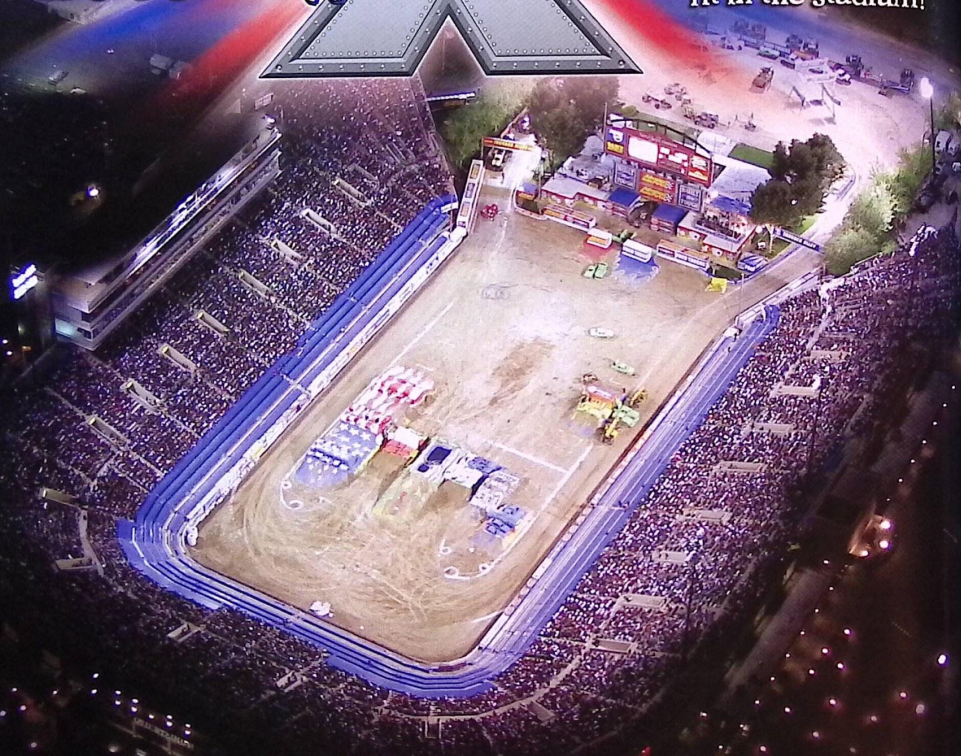
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The only thing better than getting into the MJWF-X on Saturday, March 28 will be upgrading your experience to include a Double Down ticket for Friday, March 27!

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 - The best seats in the house
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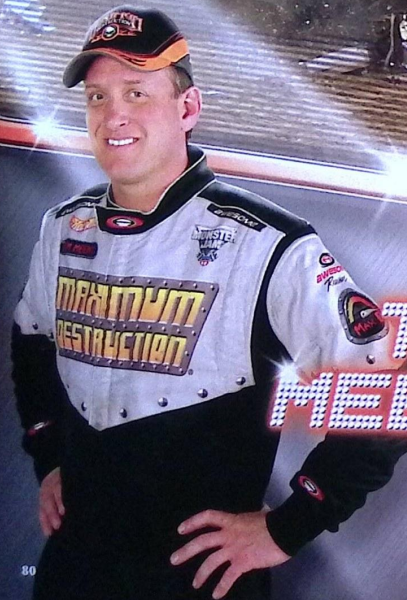
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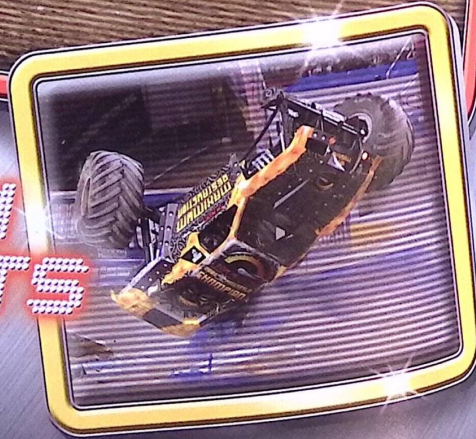
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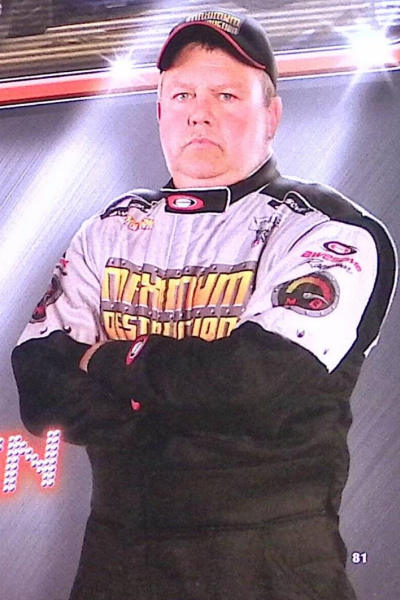


**TOM
MEENTS**



BODY TYPE: FUTURISTIC SUV

**KREG
CHRISTENSEN**



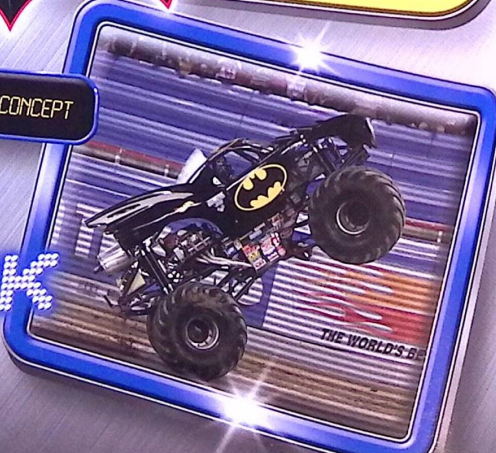


MONSTER JAM
World Finals
Racing Champion

BATMAN

BODY TYPE: CUSTOM CONCEPT

JOHN SEASOCK



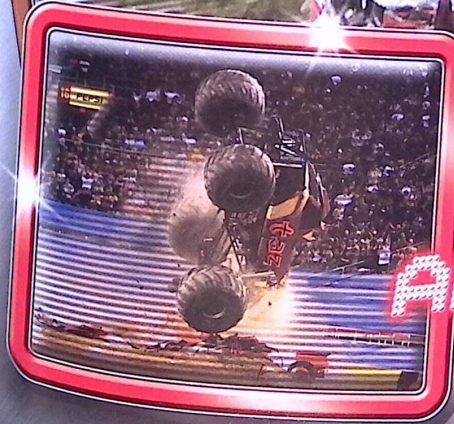
taz



MONSTER JAM
World Finals
Freestyle Champion

BODY TYPE: TAZMANIAN DEVIL

ADAM ANDERSON





U.S. AIR FORCE
AFTERBURNER®



BODY TYPE: 2006 GMC RAPTOR

DAMON
BRADSHAW



AVENGER™

BODY TYPE: 1957 CHEVY BEL AIR



JIM
KOEHLER





Black Stallion

BODY TYPE: 2009 FORD F-150

MIKE
VATERS



BUILT
Ford
TOUGH

BLUE THUNDER



BODY TYPE: 2007 FORD F-20 SUPERDUTY

TONY
FARRELL

LINSEY
WEENK

Bounty Hunter™



BODY TYPE: 2005 FORD EXPEDITION



JIM
CRETEN



DARREN
MIQUES

Captain's Curse™



BODY TYPE: 1941 WILLYS

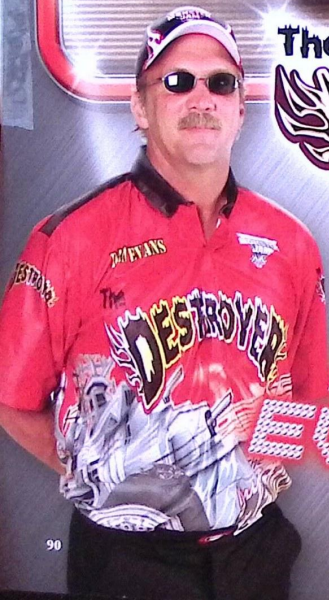
ALEX
BLACKWELL





The DESTROYER

BODY TYPE: 2007 FORD F-150



DAN EVANS



DONKEY KONG™

BODY TYPE: CUSTOM APE



FRANK KRUEH

El Toro Loco



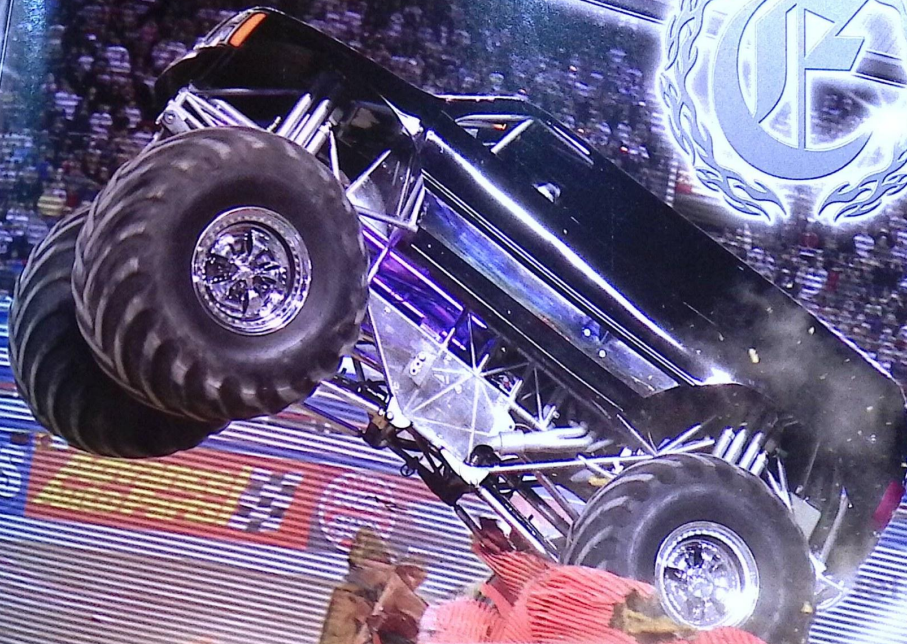
BODY TYPE: 2006 CUSTOM BULL

**LURE
SOZA**



**El Toro
Loco**

**CHRIS
BAKER**



BODY TYPE: 2006 ESCALADE

**GEORGE
BALHAN**



IRON LAW



BODY TYPE: 2005 FORD EXPEDITION

JOE MILLER



KING KRUNCH



BODY TYPE: 2003 CHEVY SILVERADO

DAVID SMITH



MONSTER MUTT®

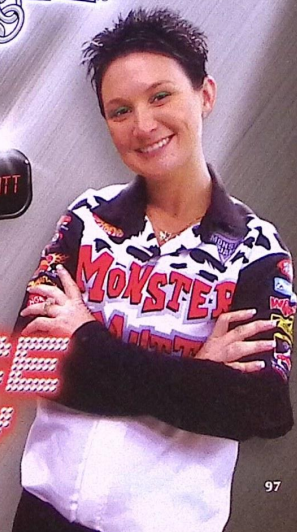


BODY TYPE: 1950 MERCURY MUTT

WHIT
TARLTON



MONSTER MUTT® DALMATIAN



BODY TYPE: 1950 MERCURY MUTT

CANDICE
JOLLY





NITRO CIRCUS

BODY TYPE: 2006 FORD F-150 CREW CAB

CAM MCQUEEN

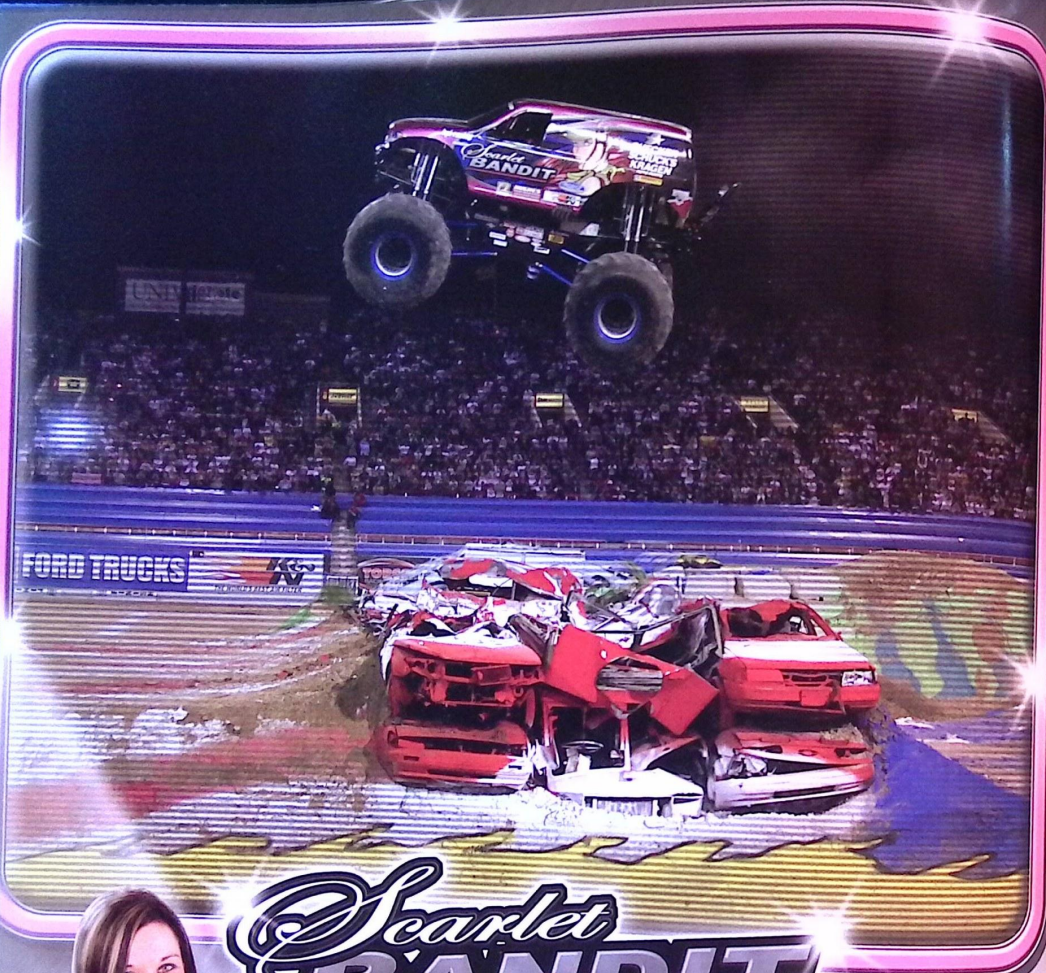


SAFE AUTO MINIMIZER

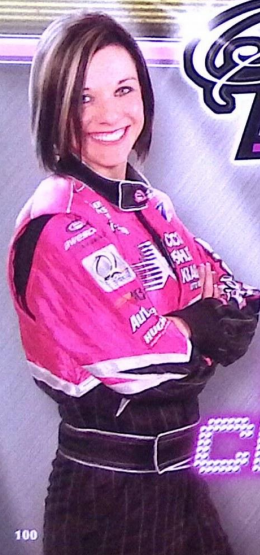
BODY TYPE: 2006 FORD F-150

MARC McDONALD



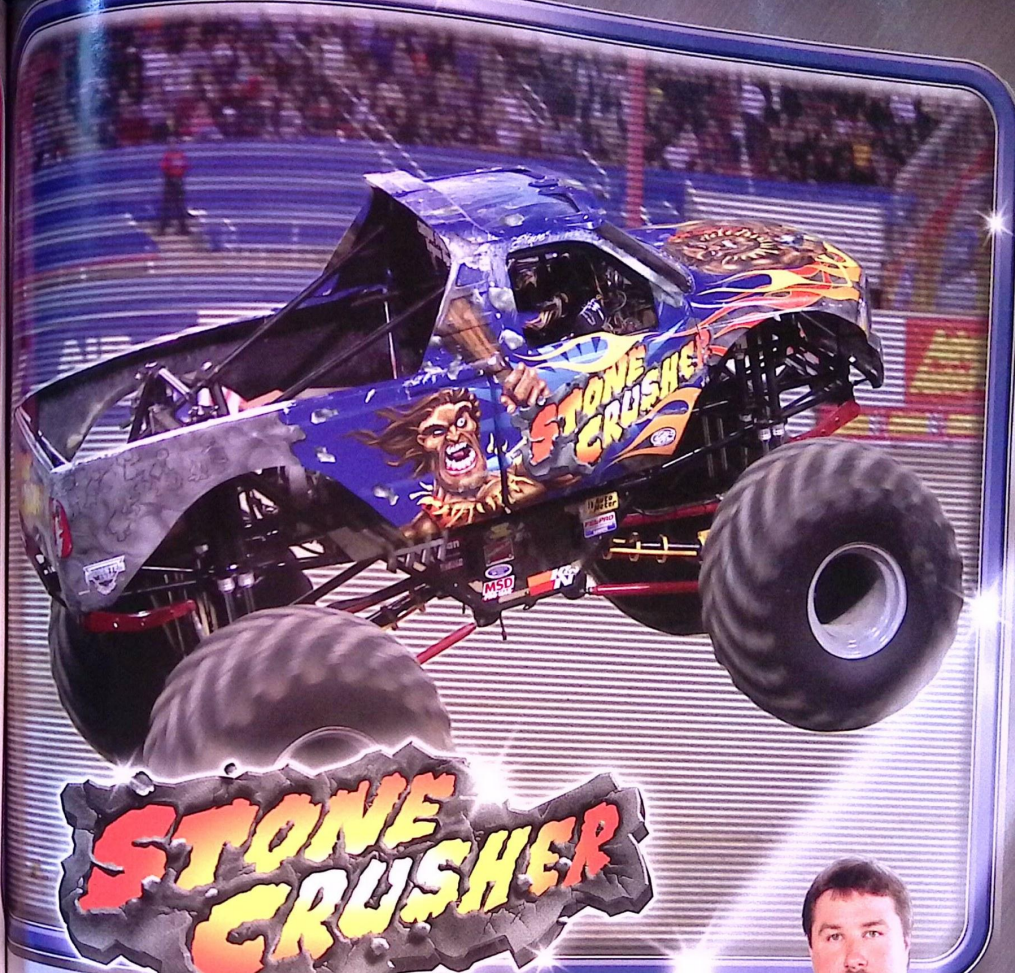


Scarlet BANDIT™

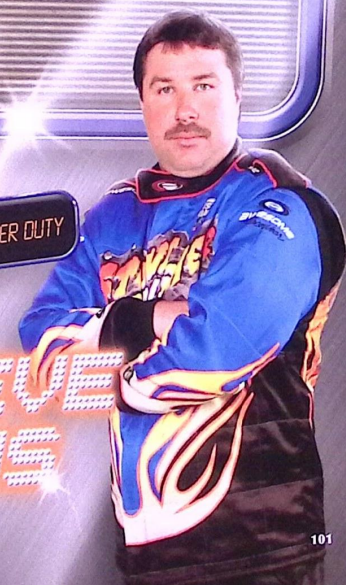


BODY TYPE: 2005 FORD EXPEDITION

DAWN
CRETEN



STONE CRUSHER



BODY TYPE: 2003 FORD F-250 SUPER DUTY

STEVE
SIMS





SUPERMAN™

BODY TYPE: CUSTOM CONCEPT

**CHAD
FORTUNE**



TEENAGE MUTANT NINJA
TURTLES™



BODY TYPE: CUSTOM TURTLE

**AARON
BASL**

**RYAN
HUFFAKER**

NITRO
JAM



MONSTER
ENERGY
SUPERCROSS

FIM World Championship



ARENACROSS
Series



Four great series. One great network.

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SPEEDTV.com

SPEED™

AFTER SHOCK



DRIVER: BOB ROBBINS
BODY TYPE: 2006 CHEVY SILVERADO



ARACHNOPHOBIA



DRIVER: SCOTT ANDERSON
BODY TYPE: 2001 CHEVY S-10



AIRBORNE RANGER



DRIVER: JOE CYPHER
BODY TYPE: 1939 MILITARY WILLYS

BACKDRAFT



DRIVER: JEREMY SLIFKO
BODY TYPE: 1997 INTERNATIONAL DT44

BAD HABIT



DRIVER: JOE SYLVESTER
BODY TYPE: 2001 CHEVY SILVERADO



BAD NEWS



DRIVER: BRUCE HANEY
BODY TYPE: 2006 CHEVY SILVERADO

THE BROKER



DRIVER: LOU ANTONOZZI
BODY TYPE: 2003 FORD F-150



DRIVER: JIM LEAHY



BRUTUS



DRIVER: CHRIS BERGERON
BODY TYPE: CUSTOM CONCEPT DOG

BULLDOZER



DRIVER: CHUCK WERNER
BODY TYPE: 2001 CUSTOM BULL



CAPTAIN USA



DRIVER: JEFF BANTER
BODY TYPE: 1998 GMC HEAVY DUTY



DRIVER: ROGER STIDELL

COWBOY



DRIVER: GLEN LOGAN, JR.
BODY TYPE: 2002 CHEVY SILVERADO



DEVASTATOR



DRIVER: MARK SCHROEDER
BODY TYPE: 2006 CHEVY SILVERADO



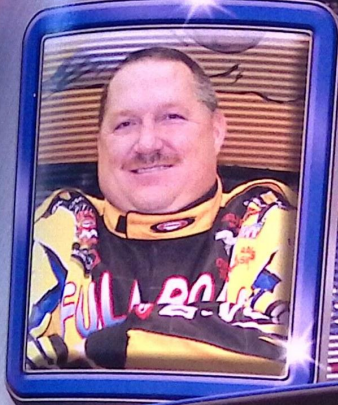
EL MATADOR



DRIVER: DARON BASL
BODY TYPE: 2006 CHEVY SILVERADO



FULL BOAR



DRIVER: ED ECKERT
BODY TYPE: 2005 FORD SUPERDUTY



ERADICATOR



DRIVER: ANDY SLIFKO
BODY TYPE: 2003 DODGE DAKOTA



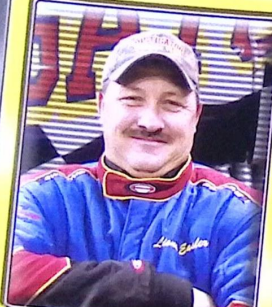
GUNSLINGER



DRIVER: SCOTT HARTSOCK
BODY TYPE: 2002 FORD F-150



INSTIGATOR



DRIVER: LIONEL EASLER
BODY TYPE: 2008 FORD SUPER DUTY



JETIX



BODY TYPE: 2006 F-150 CREW CAB



IRON WARRIOR



DRIVER: TREY MYERS
BODY TYPE: 2009 FORD F-150

JURASSIC ATTACK



DRIVER: KRISTY EDGE
BODY TYPE: CUSTOM TRICERATOPS

MANIAC



DRIVER: DON FRANKISH
BODY TYPE: 2004 FORD SUPER DUTY



HOPAR MAGIC



DRIVER: RICKY OWNLEY
BODY TYPE: 2000 DODGE RAM



MARTIAL LAW



DRIVER: PAUL STRONG
BODY TYPE: 2006 FORD F-150

NATURAL HIGH



DRIVER: KELVIN RAMER
BODY TYPE: 2006 CHEVY SSR



DRIVER: GARY SCHOTT, JR.

OBSESSION



DRIVER: RICK SWANSON
BODY TYPE: 2007 FORD F-250 SUPER DUTY



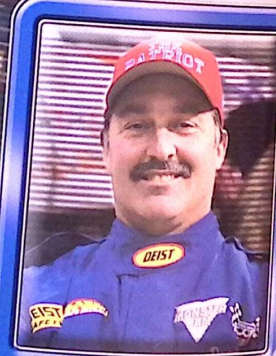
PIT BULL



DRIVER: CHARLES BENIS
BODY TYPE: 1999 CHEVY SILVERADO



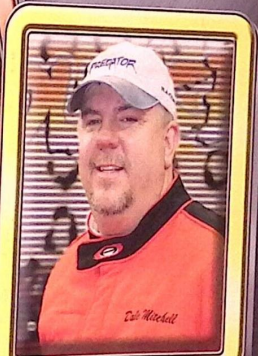
THE PATRIOT



DRIVER: DAN RODONI
BODY TYPE: 2008 CHEVY SILVERADO



POUNCER



DRIVER: DALE MITCHELL
BODY TYPE: 2002 CHEVY CONCEPT



PREDATOR



DRIVER: ALLEN PEZO
BODY TYPE: 2002 CHEVY CONCEPT



PROWLER



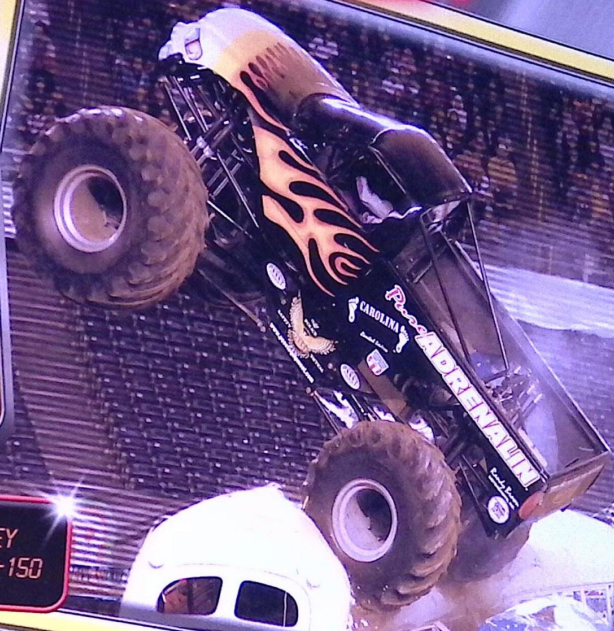
DRIVER: LENNY KUILDER
BODY TYPE: 2002 CHEVY CONCEPT



PURE ADRENALIN



DRIVER: RICKY BRANTLEY
BODY TYPE: 2001 FORD F-150



RAHINATOR



DRIVER: MARK HALL
BODY TYPE: 2009 DODGE RAM



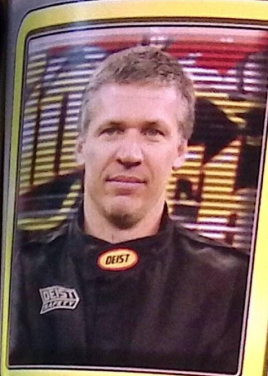
RAMMUNITION



DRIVER: GEREMIE DISHMAN
BODY TYPE: 2009 DODGE RAM



ROLLING THUNDER



DRIVER: JIM BENZICK
BODY TYPE: 2006 CHEVY SILVERADO

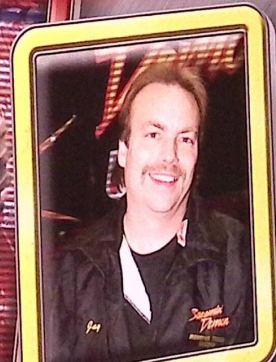


RAP ATTACK



DRIVER: DAVE RAPPACH
BODY TYPE: 2001 GMC SIERRA

SCREAMIN' DEMON



DRIVER: JAY SNYDER
BODY TYPE: 2005 FORD SUPER DUTY

SHOCK THERAPY



DRIVER: JOHN ZIMMER
BODY TYPE: 2004 CHEVY



SHOCKER



DRIVER: PAT GERBER
BODY TYPE: 2006 CHEVY COLORADO

SPIKE



DRIVER: RICH HELGENDOFF
BODY TYPE: CUSTOM SIBERIAN HUSKY



SUDDEN IMPACT



DRIVER: DAVID FRAY
BODY TYPE: 2004 FORD RANGER

TROPICAL THUNDER



DRIVER: ANDREW PECKHAM
BODY TYPE: 2007 CHEVY SILVERADO



DRIVER: MICHAEL PAPPAS

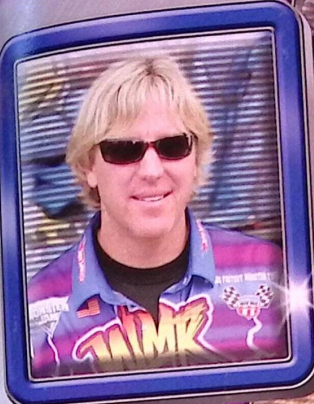


VIPER

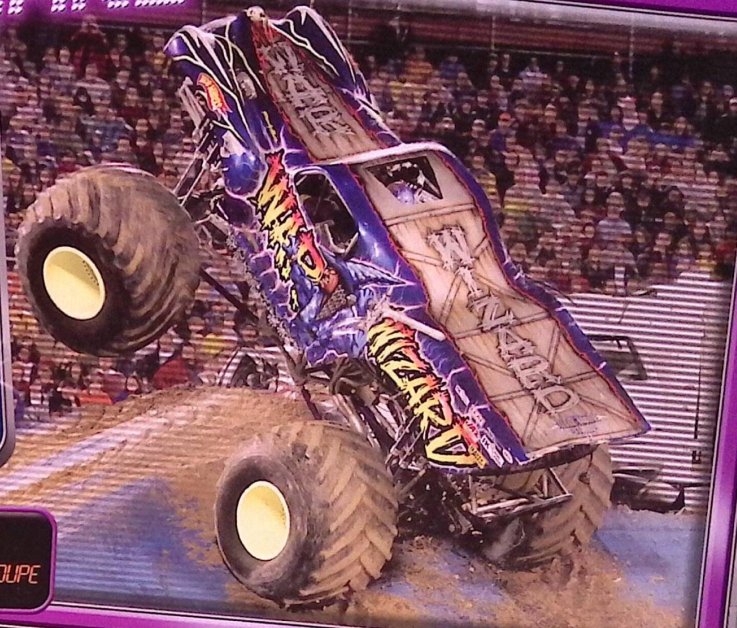


DRIVER: RICH BLACKBURNE
BODY TYPE: 2008 DODGE RAM

WAR WIZARD



DRIVER: RANDY MOORE
BODY TYPE: 1941 WILLYS COUPE



WRECKING CREW



DRIVER: STEVE KOEHLER
BODY TYPE: 2005 CHEVY S-10



FREESTYLE MOTOCROSS



NAC-NAC
BACK-FLIP



CORDOVA



ONE-HANDED
SUPERMAN
SEATGRAB

Freestyle Motocross has become the premier extreme sport on the planet. With a trick list that includes Heart Attacks, the Kiss of Death, Super Nacs and Back-flips, FMX is a feature not to be missed at Monster Jam events. These daredevils feed off your enthusiasm, so get out of your seats and let them hear you.

QUAD WARS



A no-holds-barred ATV team competition that puts man & machine together as one, with your hometown team battling against a rival team. Cheer for your favorite rider or entire team, but hang on, it's going to be a bumpy ride!

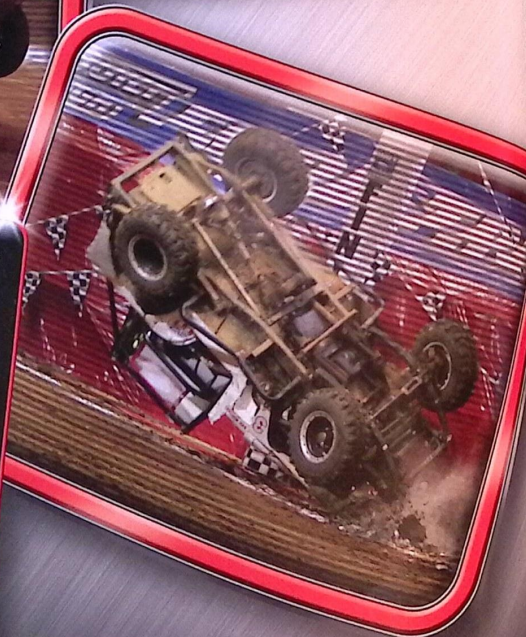


UTV RACING



They may be called "Utility Terrain Vehicles," but make no mistake, they are here to race! This cross between a quad and a golf cart has left its maintenance duties behind. No more hauling people and parts – now, speed is the only thing that matters.

PRO TRUCKS



Pro Trucks is an all-out battle between the East and West divisions. These trucks and SUVs are restricted to mere 366 cubic inch engines, but of 60 mph and completing a hairpin turn in under 200 feet. With these conditions come danger, which is why the USHRA holds these drivers and crews to a strict standard of safety, race. With upwards of thirty competitors at each event, a Pro Truck driver is given only one attempt to gain one of the sixteen coveted racing spots. Because the level of competition is so high, often the difference between number one and going home before the race even starts is only a few tenths of a second. Pictured here are some of the top performers in a group of superstars.

DEMOCROSS



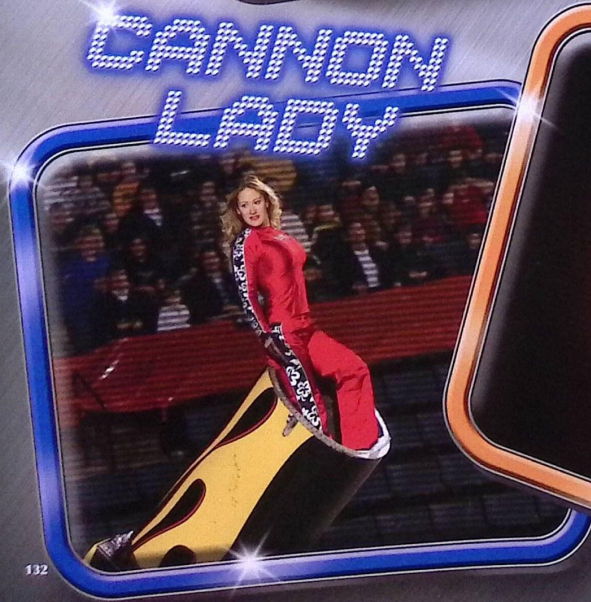
DEMOLITION DERBY



JET QUAD



CANNON LADY



HIGH FALL



QUAD BACK-FLIP



ROLL-OVER CONTEST



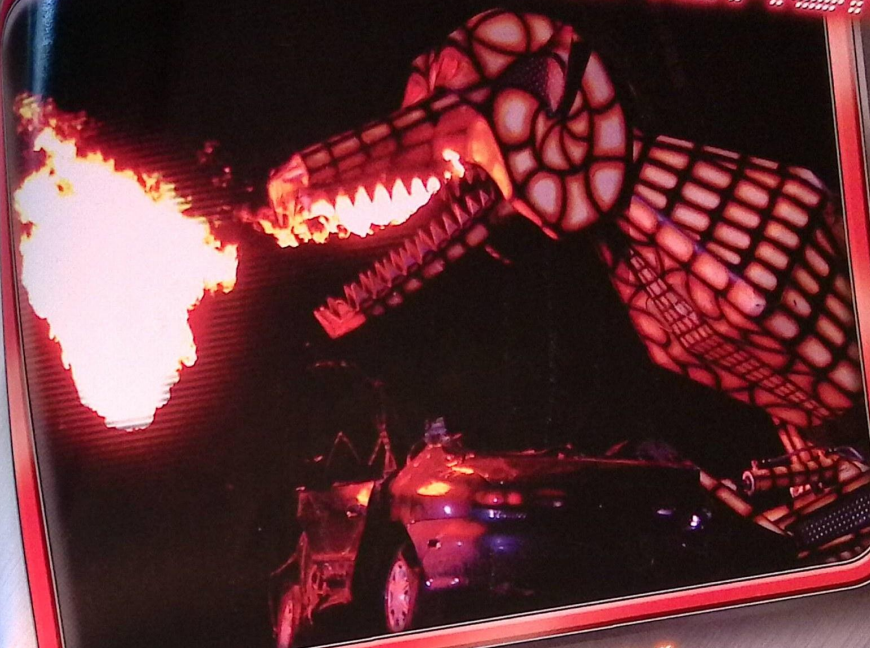
TRAILER RACING



XSEB



MEGASAURUS



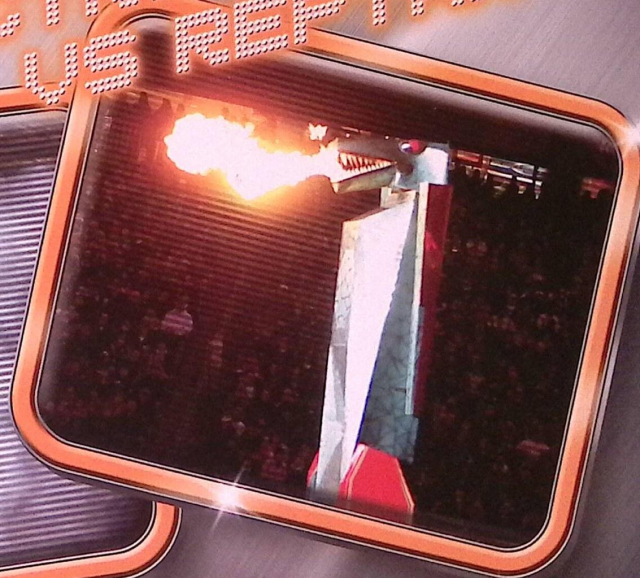
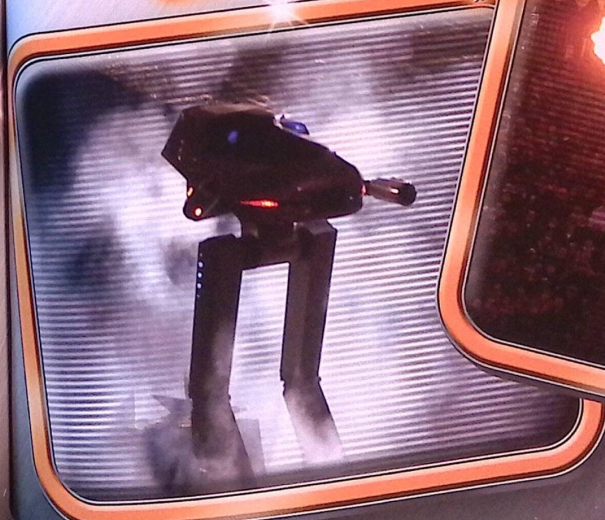
BMX



THE
GLOBE



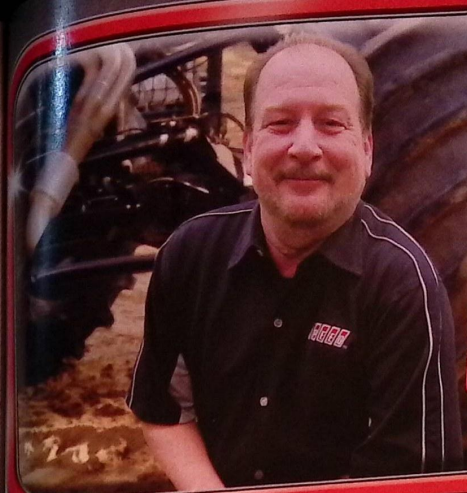
GALACTRON
VS REPTAR



THANK YOU!



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RUN WITHOUT THEIR
PRODUCT SPONSORS!



SCOTT DOUGLASS: PLAY-BY-PLAY

Moving into his 21st year of announcing, Scott Douglass has been an integral part of Monster Jam®. He has been involved with the live events and has hosted many of the television shows along the way. He brings added appeal to the sport and helps keep the viewer connected to the events. Scott is involved with many aspects of Monster Jam including announcing live events around the world, helping to develop the all-new *Monster Jam: Urban Assault* video game produced by Activision, and writing for MonsterJamOnline.com. Scott states, "It started out with a simple interview for a show many years ago, and has taken me down a road that continues to bring excitement that never ceases to amaze me." Scott is eagerly looking forward to leading the television team for the 2009 season.

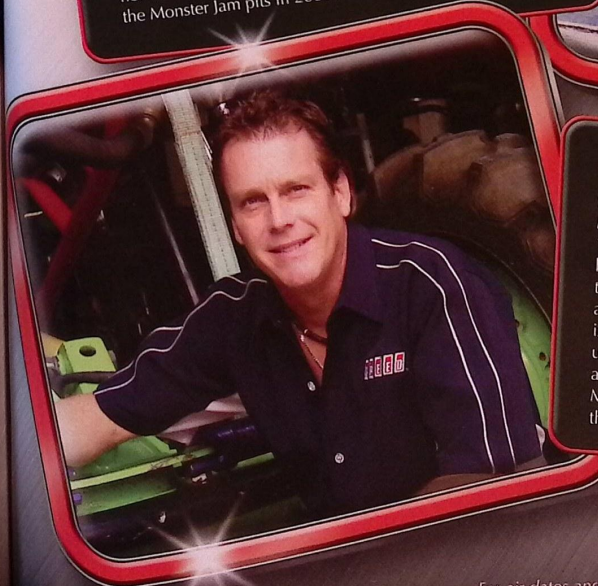
SARA DAYLEY: PIT REPORTER

Sara Dayley is no stranger to the world of sports. Being raised in a professional sports environment, her father, Ken Dayley, played major league baseball for years. She has been involved with several broadcasts on networks including CBS Sports, ESPN News and SPEED, and has appeared in various national print ads. Dayley will bring a breath of fresh air to the shows with her passion, enthusiasm, skill and the love she has for the sport of Monster Jam. She is beyond thrilled to be part of the team. When she's not on the road with Monster Jam, she's a full-time sports reporter at 101.1 ESPN Radio in her hometown. She will definitely bring stellar coverage from the Monster Jam pits in 2009.



MARK SCHROEDER: COLOR ANALYST

Since he began performing in his Devastator monster truck, Mark Schroeder has been involved with Monster Jam for over 14 years. Mark's driving experience, combined with his knowledge and expertise of the sport, makes him perfect for the role of analyst. Being on both sides allows Mark to give added insight to help better explain what the viewer is... and isn't seeing. Mark said, "I want to help the viewer better understand what the drivers and trucks are capable of doing, and also how and why." Mark is ecstatic to be back on the Monster Jam team and can't wait to bring the excitement of the 2009 season to the viewers at home.



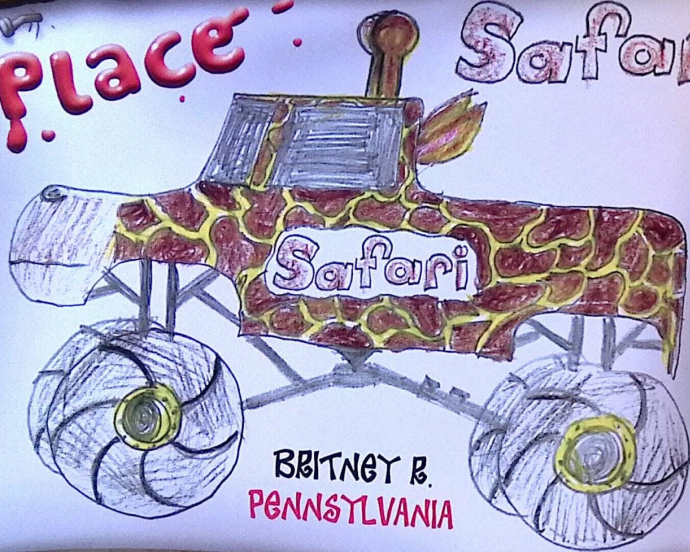
SPEED

For air dates and times go to speedtv.com or MonsterJamOnline.com

Design a truck Contest WINNERS!

LAST YEAR MONSTER JAM® ASKED ALL OF YOU TO COME UP WITH YOUR VERY OWN IDEAS FOR MONSTER TRUCKS. THERE WERE SO MANY GREAT ARTISTS OUT THERE WITH SUCH AWESOME DESIGNS. CHECK OUT SOME OF THESE SUPER COOL MONSTER TRUCKS AND BE SURE TO GO TO MONSTERJAMONLINE.COM TO SEE MORE GREAT TRUCK DRAWINGS. THANKS TO EVERYONE WHO SENT IN THEIR ARTWORK!

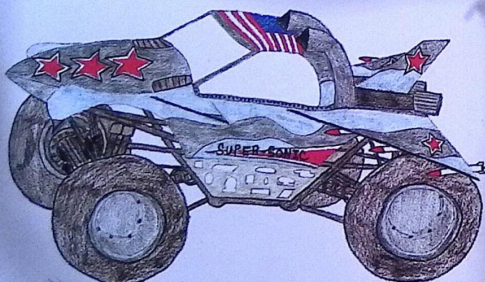
1st place Safari



BRITNEY B.
PENNSYLVANIA

2nd place

RYAN B. - ILLINOIS



SUPER-SONIC

3rd place

MEGAN A. - MISSOURI



BUZZ OFF!

Honorable Mentions



EMILY G.
MARYLAND



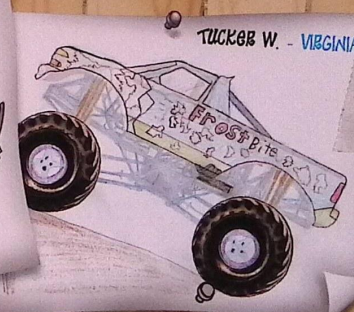
VANBLACOM FAMILY
NEW JERSEY



KEITH H. - FLORIDA



Jo-Jo P.
PENNSYLVANIA



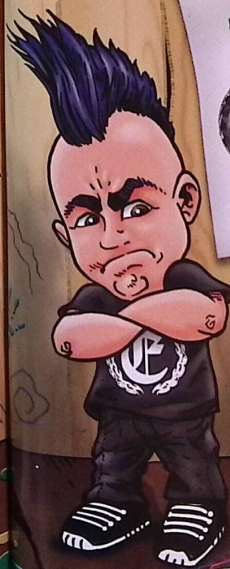
TUCKER W. - VIRGINIA



AIDAN G. - NEW YORK



RUSSELL H. - MARYLAND



MONSTER

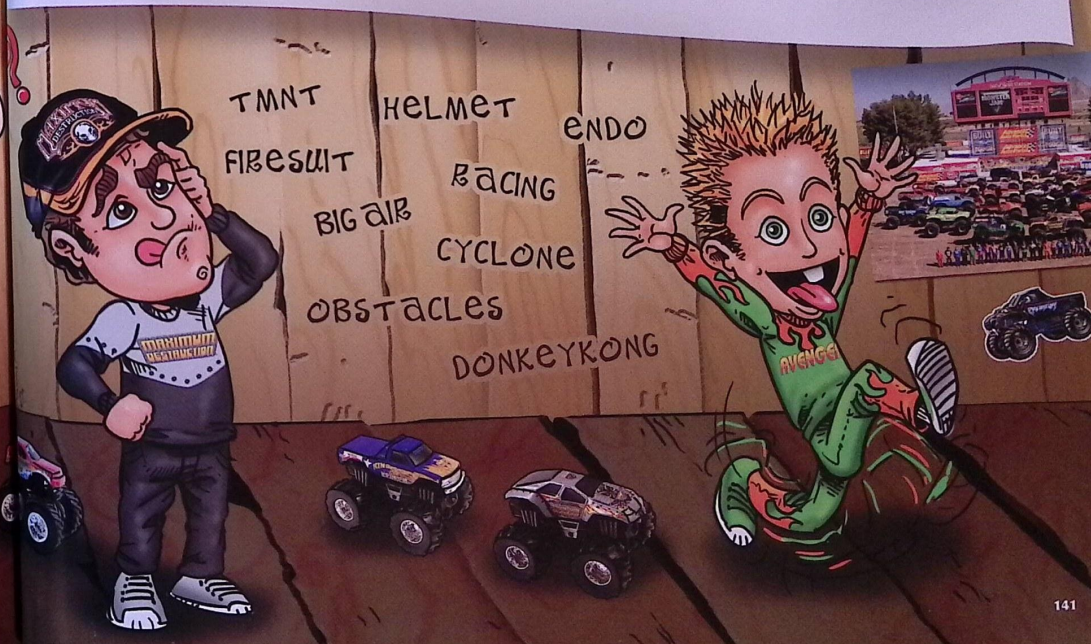
Word search

HELP THE MONSTER JAM KIDS CLUB FIND ALL OF THE WORDS LISTED WITHIN THE PUZZLE.
WORDS RUN SIDWAYS, UP, DOWN AND EVEN DIAGONALLY. GOOD LUCK!

THUNDER
MAniac
FMX
COWBOY
KINGBUNCH
DESTROYER
STONECRUSHER
DESTRUCTION
JURASSIC
ELTOROLOCO
MONSTERJAM
CARNAGE
MUTT
BIRTHDAYCLUB
GRAVEDIGGER
FANS
AIRFORCE
MAXD
ROLLING
CAPTAINSCURSE
AVENGER
Taz
FREESTYLE
ACTION
WORLDFINALS



Q	Q	U	H	Q	I	L	P	H	P	O	M	S	M	A	N	I	A	C	E	O	V	N	L
J	Q	R	O	L	L	I	N	G	D	G	R	A	V	E	D	I	G	G	E	R	O	R	X
H	G	F	C	L	N	Q	A	V	X	L	B	B	Y	R	K	Q	N	S	C	I	E	A	D
T	G	I	M	K	J	L	A	R	W	Z	U	M	E	J	L	W	R	M	T	Y	T	I	H
X	C	R	U	X	Y	S	I	I	M	L	C	D	Y	R	O	U	G	C	O	S	B	R	E
J	O	E	S	D	J	A	T	B	C	E	N	B	E	S	C	K	A	R	L	G	S	F	L
O	W	S	N	V	G	E	C	Y	D	U	F	W	N	S	S	E	T	A	H	B	T	O	M
B	B	U	N	I	F	F	A	A	H	O	O	A	N	E	E	S	N	C	W	T	O	R	E
S	O	I	B	Z	V	D	L	T	C	P	F	I	Z	V	E	I	N	D	M	L	N	C	T
T	Y	T	I	V	H	A	T	O	L	E	A	A	Y	D	F	U	D	K	O	G	E	E	V
A	H	I	L	T	C	E	L	L	N	T	T	C	E	D	R	X	U	Y	J	I	C	O	S
C	V	T	R	S	W	O	F	O	P	R	V	A	L	K	A	H	T	A	D	U	R	E	L
L	S	I	E	A	R	Q	L	A	E	F	E	R	G	M	N	D	S	N	T	V	U	B	A
E	B	N	F	O	C	C	C	G	B	Y	O	N	Z	Z	U	P	Q	Z	F	S	S	I	C
S	A	O	T	E	Y	I	N	Z	L	W	I	A	J	U	R	A	S	S	I	C	H	G	E
X	Y	L	Y	C	J	E	N	Q	U	K	W	G	Y	O	C	D	M	U	T	T	E	T	Y
G	E	B	X	S	V	F	U	G	E	Q	Q	E	M	Z	U	T	M	N	T	P	R	I	E
F	I	N	S	A	N	E	D	E	S	T	R	U	C	T	I	O	N	H	H	O	Y	R	K
W	L	F	R	E	E	S	T	Y	L	E	V	M	O	N	S	T	E	R	J	A	M	E	G
G	G	P	Q	E	D	O	N	K	E	Y	K	O	N	G	K	Y	A	P	Q	U	N	S	R





What's the doggone

THE TWO PICTURES ABOVE ARE ALMOST THE SAME. CAN YOU FIND THE 25 DIFFERENCES? LOOK CLOSELY AND WRITE DOWN OR CIRCLE AS MANY DIFFERENCES AS YOU CAN FIND. WE'LL GIVE YOU THE FIRST ONE TO GET YOU STARTED.



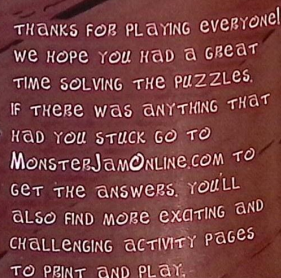
difference?

IN PICTURE A THE BODY PAINT, LOGO, EAR AND TAIL COLOR ARE OF MONSTER MUTT AND IN PICTURE B THEY ARE MONSTER MUTT DALMATIAN.

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
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11. _____
12. _____

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21. _____
22. _____
23. _____
24. _____
25. _____

THIS "MONSTER MATHEM" WAS
CREATED WITH PARTS OF EXISTING
MONSTER TRUCKS. IDENTIFY ALL OF
THE PIECES USED TO CREATE THIS
CRAZY TRUCK. THE NAMES CAN
REPEAT. LOOK THROUGH THE TRUCK
PAGES IF YOU NEED SOME HELP.



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Mouse pads

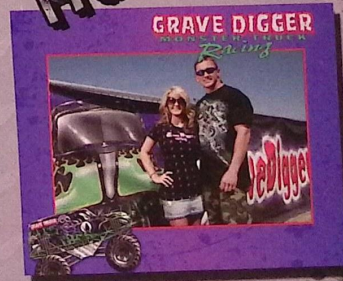
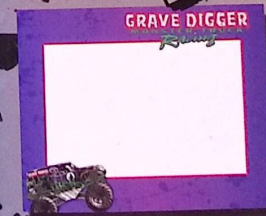
clocks



Stuffed Bears

Magnets

Frames



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Monster Jam merchandise TODAY!

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Auto Parts
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